



# CITY OF MADISON ZONING BOARD OF APPEALS VARIANCE APPLICATION

**\$500 Filing Fee**

Type or legibly print using blue or black ink.

Address of Subject Property: 3000 International Ave, 3202 International Ave

Name of Owner: Ryan Falch - Dane County Regional Airport

Address of Owner (if different than above): 4000 International Lane Madison, WI 53715

Daytime Phone: (608) 246-3393 Evening Phone: \_\_\_\_\_

Email Address: falch.ryan@msnairport.com

Name of Applicant (Owner's Representative): Jeff Manzetti - Architect - Mead & Hunt

Address of Applicant: 2440 Deming Way Middleton, WI 53562

Daytime Phone: (608) 443-0500 Evening Phone: (608) 217-9611

Email Address: jeff.manzetti@meadhunt.com

**Description of Requested Variance:**

The Airport is seeking a variance from the City of Madison's Landscape Point Requirements Section 28.142 (4). The proposed parking lot is situated near the airfield and within the approach/departure path of runway 3, which imposes unique requirements and responsibilities on the airport for mitigating wildlife hazards and minimizing attractants. Specifically, the planting of wildlife habitats can conflict with federal requirements and increases the risk of attracting wildlife. As the landscape requirements allocate the greatest number of points to new habitat plantings, the Airport is requesting an exception to this portion of Section 28.142—namely, section (4) a-c pertaining to Landscape Calculation Distribution. The airport complies with federal requirements and management plans regarding attracting wildlife and this project with the airport as an owner, cannot satisfy the standard point calculation.

**See reverse side for more instructions.**

**FOR OFFICE USE ONLY**

Amount Paid: \$500

Receipt: 160326-0001

Filing Date: \_\_\_\_\_

Received By: Zoning

Parcel Number: \$, %\$' \$\$\$- &- z \$, %\$' \$\$\$% - ' z'UbX  
\$, %\$' \$\$\$%&\*

Zoning District: AP

Alder District: 18

Hearing Date: 5/21/2026

Published Date: 5/14/2026

Appeal Number: LNDVAR-2026-00004

GQ: \_\_\_\_\_

Code Section(s): 28.142

**■ CHECK HERE.** City of Madison staff has given me a copy of the standards that the Zoning Board of Appeals will use to review variance applications.

Owner's Signature:  Date: 4/23/2026

------(For Office Use Only)-----

**DECISION**

The Board, in accordance with its findings of fact, hereby determines that the requested variance for \_\_\_\_\_ **(does) (does not)** meet all the standards for a variance. Further findings of fact are stated in the minutes of this public hearing.

The Zoning Board of Appeals:  Approved  Denied  Conditionally Approved

Zoning Board of Appeals Chair: \_\_\_\_\_ Date: \_\_\_\_\_

## **Standards for Variances:**

**The Zoning Board of Appeals shall not grant a variance unless you show, and the Board finds, that your proposed variance meets all the following standards:**

1. There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.
2. The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.
3. For an area variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.
4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.
5. The proposed variance shall not create substantial detriment to adjacent property.
6. The proposed variance shall be compatible with the character of the immediate neighborhood.

# Standards for Variance

**The Zoning Board of Appeals will only grant a variance if it finds that your proposal meets the following standards. Please explain how your variance request meets these standards.**

1. There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.

See attached letter and response.

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2. The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.

See attached letter and response.

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3. For an area (setbacks, etc.) variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.

See attached letter and response.

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4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.

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5. The proposed variance shall not create substantial detriment to adjacent property.

See attached letter and response.

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6. The proposed variance shall be compatible with the character of the immediate neighborhood.

See attached letter and response.

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4/23/2026

City of Madison Building Inspection Division / City of Madison – Zoning  
215 Martin Luther King, Jr. Blvd., Suite 017  
Madison, WI 53701-2984

Subject: Landscape Requirements

To Whom it may concern,

Please accept this letter in support of the attached Variance Application.

The Airport respectfully requests a variance from the City of Madison landscape calculation and distribution requirements under Section 28.142(4), as applied to this project, which is being reviewed as an accessory parking lot serving a permitted airport use.

The Airport recognizes and supports the City's landscaping objectives and the important role landscaping plays in appearance, user experience, and site design. At the same time, airport property is subject to unique operational and safety requirements that do not apply to typical development sites. In particular, the Airport has an ongoing obligation to manage vegetation and site features in a manner that minimizes wildlife attractants, reduces the risk of wildlife strikes, and prevents vegetation from interfering with aircraft operations.

This project is located in close proximity to the Runway 3 flight path and aircraft movement areas. As a result, the site is subject to Federal Aviation Administration (FAA) safety guidance and operational requirements that strongly discourage, and in some cases effectively preclude, landscaping features that may attract hazardous wildlife. FAA Advisory Circular 150/5200-33C recommends substantial separation between wildlife-attracting land uses and aircraft movement areas; this project site is located approximately 500 feet from the movement area, well within the distance where wildlife attractants present safety concerns. The Airport, as an FAA Part 139 certificated airport and a recipient of federal funding, must ensure that its projects remain consistent with applicable federal safety guidance,

grant assurances, and wildlife hazard management practices. These materials are further documented in **Exhibits A through G**.

The Airport's wildlife hazard management efforts are not theoretical or discretionary. They are grounded in ongoing wildlife hazard assessments, active coordination with USDA Wildlife Services, and operational experience at the Airport, including documented increases in wildlife strike activity in recent years. **The requested variance is therefore necessary to avoid introducing site elements—such as trees, shrubs, tall grasses, and certain mulch or stone treatments—that may create or enhance wildlife habitat in a sensitive operational area.**

The applicable federal requirements and guidance include 14 C.F.R. § 139.337, concerning wildlife hazard management, together with related FAA guidance addressing land uses and site conditions that may attract hazardous wildlife on or near public-use airports. Supporting materials also include correspondence from FAA, the Wisconsin Bureau of Aeronautics and the local USDA Wildlife Biologist explaining the operational importance of avoiding landscaping features that may conflict with these aviation safety objectives.

In place of ordinance-required landscaping elements that would conflict with aviation safety objectives, the Airport proposes alternative site treatments, including decorative retaining walls, fencing, and boulders, as shown on the proposed landscape plan. These alternatives will maintain an orderly and functional site appearance while avoiding features that increase wildlife hazards. **A similar variance was granted by City of Madison for a nearby airport parking lot project in 2017, involving the same operational context and safety concerns.**

The Airport is committed to continuing to work collaboratively with City staff to align airport development with local requirements whenever feasible, while also meeting the distinct federal and operational obligations that govern airport facilities. As part of its broader planning efforts, including upcoming master planning work, the Airport anticipates discussing potential zoning amendments that would better reflect the unique operational characteristics

of airport property while remaining consistent with the spirit and intent of the zoning code. This may include consideration of amendments to Section 28.144(4)(a), or related provisions, to clarify how landscaping requirements apply within the Airport district.

For these reasons, the Airport respectfully requests approval of the variance.

The following are the reasons for the request to waive the landscaping requirement and the submission of variance request:

### **Standards for Variance Form**

- 1) *There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.*

The proposed project is located on airport property within/adjacent to the Runway 3 approach/departure surfaces, and much closer than the recommended separation distance for wildlife habitats required by federal agencies. There is a conflict between the city's ordinances and these federal requirements. Compliance with FAA guidelines is essential to uphold operational safety, ensure passenger security at the airport, and meet grant assurances. Supporting documentation from regulatory agencies (FAA, WisDOT-BOA, and USDA) that work with the Airport share the same compliance and safety concerns. The city ordinance does not allow fulfillment of these federal requirements. Furthermore, implementation of the city ordinance could jeopardize the airport's eligibility for future federal funding opportunities. Refer to attachments **(Exhibits A-E)**

- 2) *The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.*

Granting the variance would not undermine the spirit, purpose, or intent of the zoning ordinance. The project will comply with all applicable landscaping standards except those provisions that would create or maintain wildlife habitat in a location where federal aviation safety guidance requires wildlife attractants to be minimized. In place of those

features, the project will incorporate alternative site design elements, including decorative retaining walls, fencing, and boulders, to provide an orderly and well-maintained appearance without introducing conditions that increase wildlife hazards. The requested relief therefore preserves the overall intent of the ordinance while advancing the broader public interest in aviation safety, passenger protection, and continued compliance with federal airport requirements.

- 3) *For an area variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.*

Strict compliance with the ordinance would be unnecessarily burdensome because it would require landscaping elements that are incompatible with safe airport operations and with the site's use for a permitted airport purpose. Vegetation and related materials that attract wildlife near active aircraft movement areas increase the risk of wildlife strikes, which can endanger passengers, crews, aircraft, and airport operations. **Since 2020, wildlife strikes have increased and are occurring at a concerning rate of 60+ strikes per year.** Requiring full compliance under these circumstances would force the Airport to choose between local ordinance requirements and federal safety expectations applicable to airport operations. That result would impose an unreasonable burden on the continued safe and effective use of the property and could jeopardize access to federal funding for public-serving airport improvements. Refer to attachments for wildlife strike data (**Exhibit G**)

- 4) *The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has present interest in the property*

The hardship is created by the application of the ordinance to this airport property, not by any action of the current property owner. The Airport did not create the operational safety constraints associated with the site; those constraints arise from the property's location in close proximity to active aircraft operations and from governing federal aviation safety

requirements concerning wildlife hazards. The conflict exists because ordinance-required landscaping features may create or support wildlife habitat in an area where the FAA and airport safety practices require such attractants to be minimized or eliminated. The Airport's wildlife management efforts, including data collection on wildlife strikes and use of dedicated USDA staff, are responsive safety measures, not self-created hardships. The need for variance relief therefore results from the ordinance's application to a uniquely regulated airport environment.

- 5) *The proposed variance shall not create substantial detriment to adjacent property.*

The proposed variance will not create substantial detriment to adjacent property. The surrounding land is predominantly owned and controlled by the Airport, with the property to the west owned by the railroad. The requested relief concerns landscaping and site treatment necessary to reduce wildlife hazards and improve airport safety; it does not introduce an incompatible use, increase nuisance conditions, or interfere with neighboring property rights. To the contrary, reducing wildlife attractants near airport operations supports a safer environment for the surrounding area. Because adjacent properties are either government-owned airport lands or railroad property, the variance will not materially impair neighboring use, value, or employment.

- 6) *The proposed variance shall be compatible with the character of the immediate neighborhood.*

The proposed variance is compatible with the character of the immediate neighborhood, which is defined by airport operations, transportation infrastructure, and related public facilities. The site is located within an airport setting where operational safety, clear zones, and functional site design are the predominant characteristics. The alternative improvements proposed in lieu of wildlife-attracting landscaping—such as retaining walls, fencing, and boulders—are consistent with the appearance and function of existing airport parking and operational areas. The variance will allow the site to remain visually orderly and operationally appropriate

while aligning with the established character of the surrounding airport environment.

Due to these considerations, adhering to the landscaping calculations and distribution required by the ordinance would be inconsistent with airport standards and FAA regulations. The requirements are incompatible, and federal regulations take precedence in matters affecting passenger safety. As such, it is recommended that the airport economy lot for this project comply with overall airport regulatory measures. For reference and clarification regarding this decision, we have provided the aforementioned attachments along with the plat of survey for your review.

Thank you for your time,

Sincerely,



Ryan Falch, P.E. (WI)  
Director of Planning and Development  
Dane County Regional Airport

Enclosures

- Landscape ZBA Variance Application
- Plat of Survey 041526
- Exhibits A - H



Department of Planning and Community and Economic Development  
Building Inspection Division

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Website: [www.cityofmadison.com](http://www.cityofmadison.com)

215 Martin Luther King Jr Blvd, Suite 017  
P.O. Box 2984  
Madison, Wisconsin 53701-2984  
Phone 608 266 4551  
TDD 608 266 4747

Dear Applicant:

Zoning laws govern how you can develop your property. Variances are exceptions to those laws. The Zoning Board of Appeals (ZBA) hears variance requests at its monthly meetings. Before you submit your variance application, please contact the Zoning Administrator, [kbannon@cityofmadison.com](mailto:kbannon@cityofmadison.com), at least one week prior to the application submission deadline to schedule a pre-application meeting. At the meeting, we will discuss your project and the variance process.

In this packet, you will find the variance application and the six standards which the ZBA uses to approve or deny a variance request. To apply for a variance, you must:

1. Complete the application.
2. Submit all required materials.
3. Specifically outline how the project meets all six variance standards.

You can improve your odds of approval with a quality submission.

The ZBA consists of seven volunteer members. The Mayor appoints members, and the City Council approves them. At ZBA hearings, there are typically five members present. It takes a majority of votes to approve a variance. During the hearing, City staff will explain the details of your case to the Board. We will also show photographs taken by staff at an outside inspection of your property. The Board will then invite you to present information. You will explain how your request meets the six standards for the approval of a variance. We will send notice of your application to owners and occupants of properties within 200 feet. Any interested party will be able to speak on your variance request.

**IMPORTANT –**

The ZBA reviews requests using the six standards adopted by the City Council and outlined by law. You can find the variance standards on the following page of this packet. We require evidence for facts you provide in the application and in ZBA hearings.

Sincerely,

Katie Bannon, AICP  
Zoning Administrator  
[kbannon@cityofmadison.com](mailto:kbannon@cityofmadison.com)

Jenny Kirchgatter  
Assistant Zoning Administrator  
(608) 266-4429

Jacob Moskowitz  
Assistant Zoning Administrator  
(608) 266-4560

## Application Requirements

The Zoning Board of Appeals may refer or deny applicants with incomplete applications. Note, the maximum printed size for drawings is 11" x 17." Please provide the following information:

<input checked="" type="checkbox"/>	<b>Pre-application meeting with staff.</b> Before you submit this application, meet with the Zoning Administrator. Together, you will discuss your proposed project and submission material. Contact Zoning at least one week prior to the application submission deadline to schedule the meeting. Your application will not be accepted unless a pre-application meeting has been held.
<input checked="" type="checkbox"/>	<b>Site plan</b> , drawn to scale. We recommend a registered survey, but it is not required. On the plan, show the following: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Lot lines.</li> <li><input checked="" type="checkbox"/> Existing and proposed structures. Include dimensions and setback distances to all property lines.</li> <li><input checked="" type="checkbox"/> Approximate location of structures on properties next to variance.</li> <li><input checked="" type="checkbox"/> Major landscape elements, fencing, retaining walls or other relevant site features.</li> <li><input checked="" type="checkbox"/> Scale (1" = 20' or 1' = 30' preferred). <b>to fit plan on one sheet, scale is 1" = 50'</b></li> <li><input checked="" type="checkbox"/> North arrow.</li> </ul>
<input type="checkbox"/> N/A	<b>Elevations</b> from all directions showing existing and proposed. Show the existing structure and proposed addition(s).
<input type="checkbox"/> N/A	<b>Interior floor plan of existing and proposed structure</b> , if required. Most additions and expansions will require floor plans.
<input type="checkbox"/> N/A	<b>Front yard variance requests.</b> Show the front yard setback of all other properties on the same block face.
<input type="checkbox"/> N/A	<b>Lakefront setback variance requests.</b> Provide a survey prepared by a registered land surveyor. The survey must show existing setbacks of buildings on adjacent lots.
<input checked="" type="checkbox"/>	<b>Variance requests involving slope, grade, or trees. Show:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Approximate location and amount of slope.</li> <li><input type="checkbox"/> Direction of drainage.</li> <li><input type="checkbox"/> Location, species and size of trees.</li> </ul>
<input checked="" type="checkbox"/>	Email <b>digital</b> copies of all plans and drawings to: zoning@cityofmadison.com.
<input checked="" type="checkbox"/>	<b>Pay \$500 filing fee on or before submission deadline.</b> Payment may be made in person by appointment at the Zoning counter, by mail to City of Madison Building Inspection, P. O. Box 2984, Madison WI 53701-2984, or placed in the drop box at the Doty Street entrance to the Madison Municipal Building 215 Martin Luther King Jr. Blvd. When mailing or using the drop box, please include a note that payment is for a variance application, state the subject property address and provide your contact information.
<input checked="" type="checkbox"/>	<b>CHECK HERE.</b> I understand that as part of my variance request, City of Madison staff will need access to my property. Staff will take photographs and do a pre-hearing inspection of the property. I give City Staff permission to enter my property, inspect the property, and take photographs.
<input checked="" type="checkbox"/>	<b>CHECK HERE.</b> I acknowledge that any statements implied as fact require evidence.

# Notice of Public Hearing Signs

The City of Madison zoning ordinance requires applicants to post signs for public hearings of the Board of Zoning Appeals (ZBA) on the properties requesting a variance or appeal.

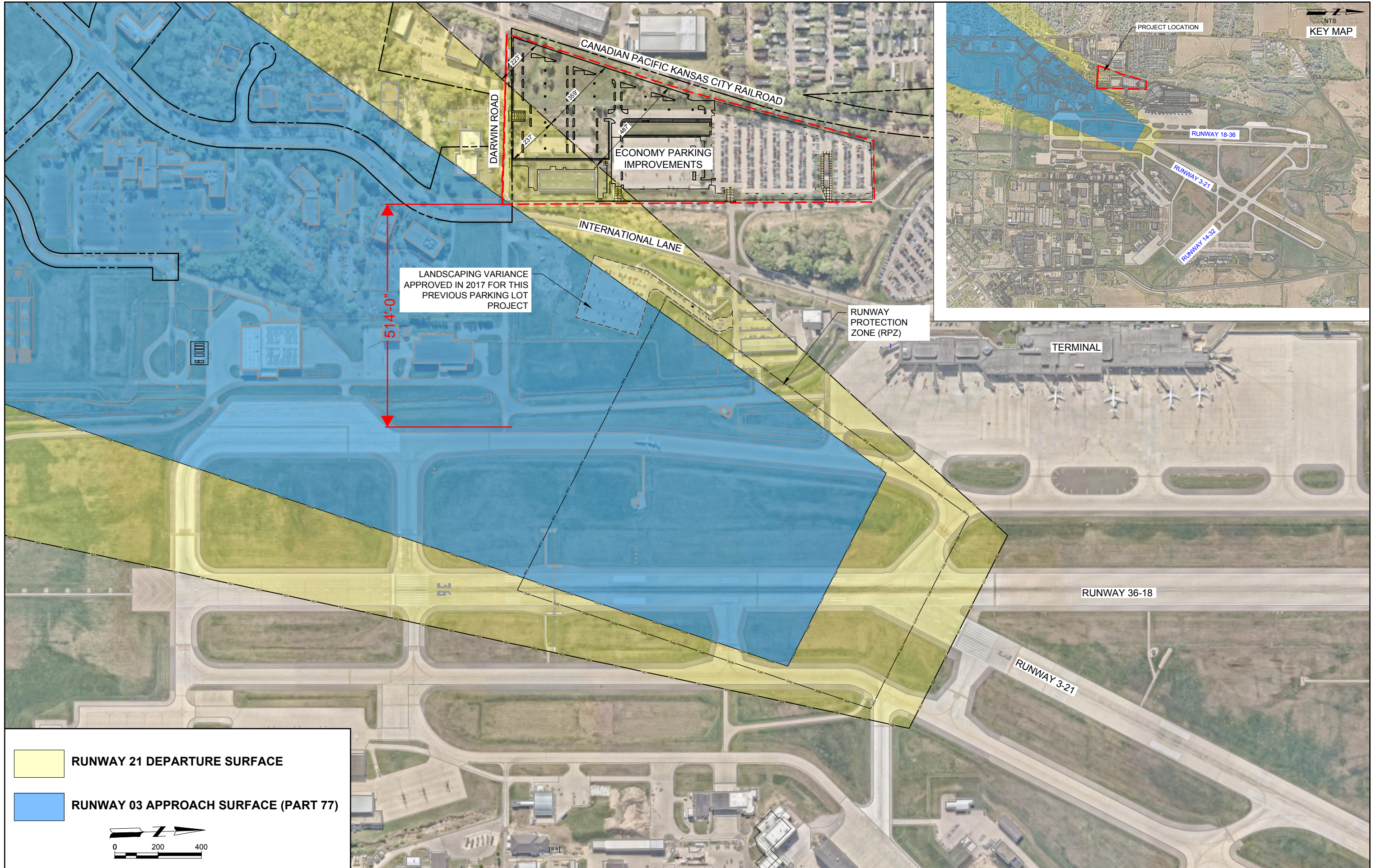
## Sign Pickup

- Signs must be picked up at the Building Inspection Zoning Counter, which is open by appointment only. Schedule an appointment at: <https://www.cityofmadison.com/dpced/bi/schedule-a-counter-appointment/3423/>. The Zoning Counter is located in the Madison Municipal Building at 215 Martin Luther King, Jr. Blvd., Ste. 017, Madison, WI 53701.
- Signs will include a short description of the request, the address of the property subject to the hearing, applicant name, phone number, and email, and the date and time of the ZBA hearing. You may receive phone calls or emails regarding your request from people who see the signs.

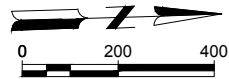
## Sign Posting

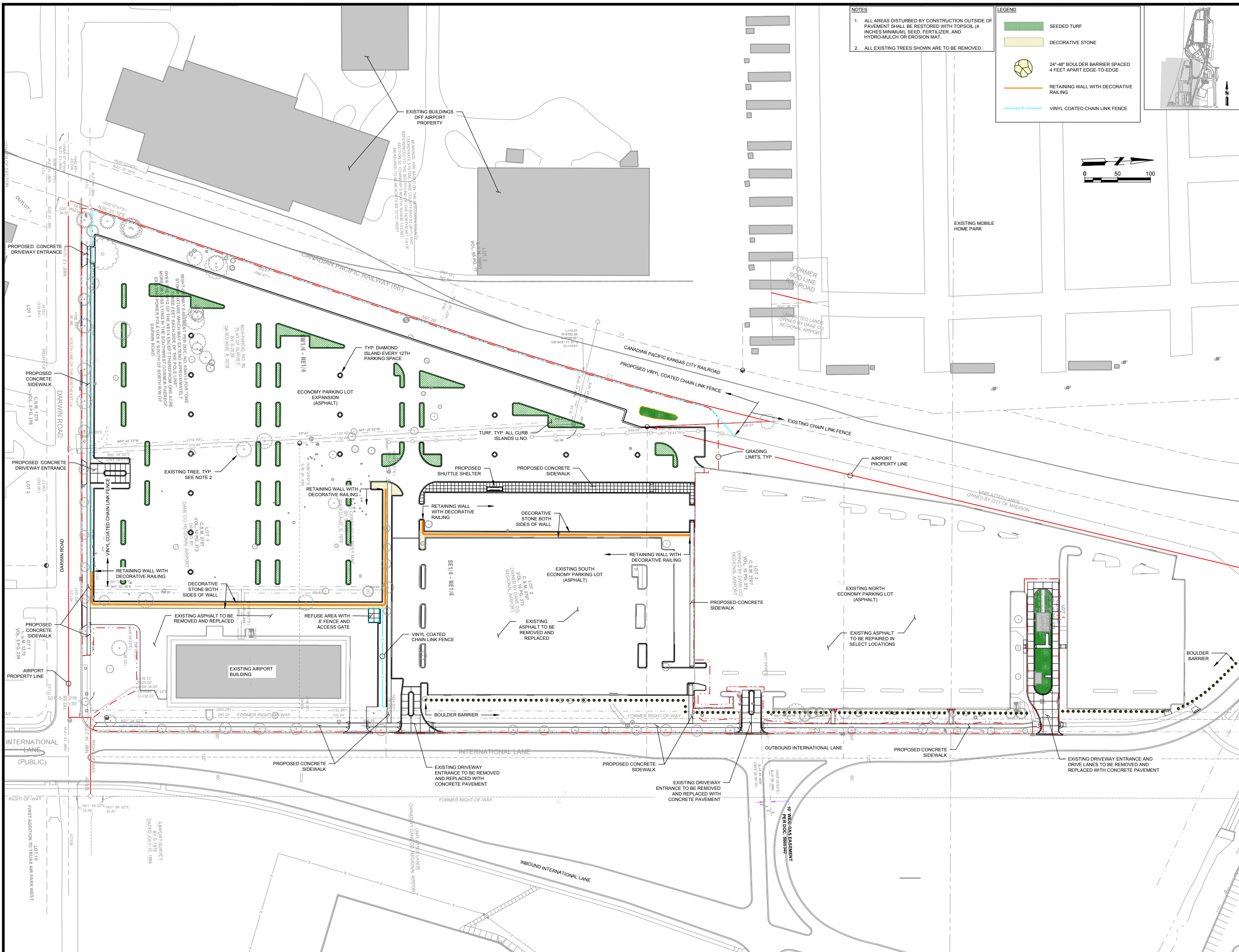
- Signs must be posted at least 21 days prior to the ZBA meeting date.
- Signs must be on the property which is the subject of the public hearing.
- If the property has frontage on more than street, a sign shall be placed facing each street.
- Signs must be posted on private property. Signs may not be in the City right-of-way, public terrace, on a public tree or on a street sign. It is recommended that the signs be placed not more than five feet behind the property line.
- Signs and the information on the signs must face the street so that they are visible to pedestrians and vehicles from the street and the public walkway.
- When there is no front yard to post signs, you may post signs on the outside of the building, in a ground floor window or glass door. Signs should not be displayed more than six feet above the ground or sidewalk. The intent is for signs to be visible to the public.
- Signs shall not be posted in a location that would obstruct the views of any traffic or entrances or exits to the property.
- Signs must be removed no more than seven days after the hearing.

If you have any questions, please call our office at 608-266-4551.



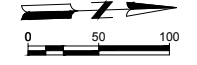
- RUNWAY 21 DEPARTURE SURFACE
- RUNWAY 03 APPROACH SURFACE (PART 77)





- NOTES**
1. ALL AREAS DISTURBED BY CONSTRUCTION OUTSIDE OF PAVEMENT SHALL BE RESTORED WITH TOPSOIL (4 INCHES MINIMUM), SEED, FERTILIZER, AND HYDRO-MULCH OR EROSION MAT.
  2. ALL EXISTING TREES SHOWN ARE TO BE REMOVED.

- LEGEND**
- SEEDING TURF
  - DECORATIVE STONE
  - 24"-48" BOULDER BARRIER SPACED 4 FEET APART EDGE-TO-EDGE
  - RETAINING WALL WITH DECORATIVE RAILING
  - VINYL COATED CHAIN LINK FENCE



**Mead & Hunt**  
 Mead and Hunt, Inc.  
 2440 Deming Way  
 Middleton, WI 53562  
 phone: 608-273-6380  
 meadhunt.com

**WALKER CONSULTANTS**  
 Walker Consultants  
 2885 Greenspoint Parkway, Suite 600  
 Hoffman Estates, IL 60169  
 phone: 847-687-2940  
 www.walkerconsultants.com

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**DANE COUNTY REGIONAL AIRPORT  
 PARKING EXPANSION PROGRAM - PHASE 1  
 CONTRACT #1  
 4000 INTERNATIONAL LANE  
 MADISON, WI 53704**



04/24/26 ISSUED FOR BID

**NOT FOR CONSTRUCTION**

BSA NO: MSN 1022 / SOP-110  
 M&H NO: 2309936-191914.07  
 DATE: APRIL 24, 2026  
 DESIGNED BY: THK  
 DRAWN BY: ASB  
 CHECKED BY: LNJ  
 DO NOT SCALE DRAWINGS

SHEET CONTENTS  
 LANDSCAPE PLAN  
 OVERVIEW

**C-045**

PLAT OF SURVEY

Of a part of the South line of the Southwest 1/4 of the Northeast 1/4 and the Southwest 1/4 of the Northeast 1/4, a part of the North 1/2 of the East 1/2 of the Southwest 1/4 of the Northeast 1/4 of the Canadian Pacific Railroad and the West line of the Lot 3 and Lot 4 of Certified Survey Map Number 2707 recorded in Volume 10 of Certified Survey Maps on Page 373 located in the Southwest 1/4 of the Northeast 1/4, the Southwest 1/4 of the Northeast 1/4 and the Northeast 1/4 of the Northeast 1/4 of Section 30, Township 8 North, Range 10 East, City of Madison, Dane County, Wisconsin.

GENERAL NOTES:

- 1) The improvements and utilities as shown on this survey were located by Mead and Hunt in November of 2025 combined with record base maps on file with Dane County Regional Airport, Wisconsin. The locations of underground utilities shown hereon are based on available documentation and marks located on the ground by others. These locations may or may not reflect the actual locations of said utilities. Digging holes should be notified before any subsurface work is conducted.
2) Parcel 60 property and easements are based on Owner's Policy No. 0515, Public No. 05-180227, dated June 7, 2017, and Title Commitment No. 51516, dated March 15, 2017 issued by Citi Mutual National Title Insurance Company. Mapping area and easement map area of Parcel 60 and West of vacated International Lane is based on Letter Report LFC202010027 issued by Riverside Title Company, LLC, search #reframe March 18, 1948 to January 23, 2026.



LINE TABLE with columns: LINE #, BEARING, DISTANCE. Includes lines L1 and L2.

CURVE TABLE with columns: CURVE #, ARC LENGTH, RADIUS, CENTRAL ANGLE, CHORD BEARING, CHORD DISTANCE. Includes curves C1, C1a, C1b, and C2.

SURVEYOR'S CERTIFICATE:

I, Nathan J. Walsaus, Professional Land Surveyor #5239, do hereby certify that to the best of my knowledge and belief, that all of the description and bearings herein, further certify that said bearings are a correct and accurate representation of the exterior boundaries of said lands and that I am in compliance with the provisions of Wisconsin Administrative Code ACT 17 in surveying and mapping said lands.

Dated this 15th day of April 2026
Nathan J. Walsaus
Riverside Land Surveying LLC
Nathan J. Walsaus
WI P.L.S. #5239



BLANKET ACCESS EASEMENT OVER THE PARCEL, SEE DOC. NO. 433999 FOR ACCESS RESTRICTIONS (GRANTEE: OPTIMUM, LLC) (SEE LETTER REPORT SCHEDULE B FOR TERMS)

SANITARY SEWER EASEMENT PER DOC. NO. 433999 (GRANTEE: OPTIMUM, LLC) (SEE LETTER REPORT SCHEDULE B FOR TERMS)

STORMWATER MANAGEMENT DECLARATION OVER 3118 INTERNATIONAL LN, PROPERTY OWNED BY CITY OF MADISON IF EASEMENT TO CITY OF MADISON IF MANAGEMENT MEASURES (SEE LETTER REPORT PER DOC. 190222)

UTILITY EASEMENT PER DOC. 190222 (GRANTEE: MADISON GAS AND ELECTRIC COMPANY)

RIGHT-OF-WAY EASEMENT PER DOC. NO. 654413 FOR ONE STORM FUTURE WHICH MAY EXTEND APPROXIMATELY THREE FEET EACH SIDE OF THE POLE LINE OVER THE WIDTH OF THE HIGHWAY EXCEPT FROM ONE ACRE MORE OR LESS LYING IN THE SOUTHWEST CORNER THEREOF. EXISTING POWER POLE LIES SOUTH OF NORTH RW OF DARWIN ROAD.

MAG NAIL FOUND AS PART OF 2019 PLAT OF SURVEY FOR PARCEL 88 (MOVEMENT MISSING WHEN DRIVEWAY REMOVED, SET IRON PINS AT PREVIOUS LOCATION)

DRIVEWAY OPENINGS

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

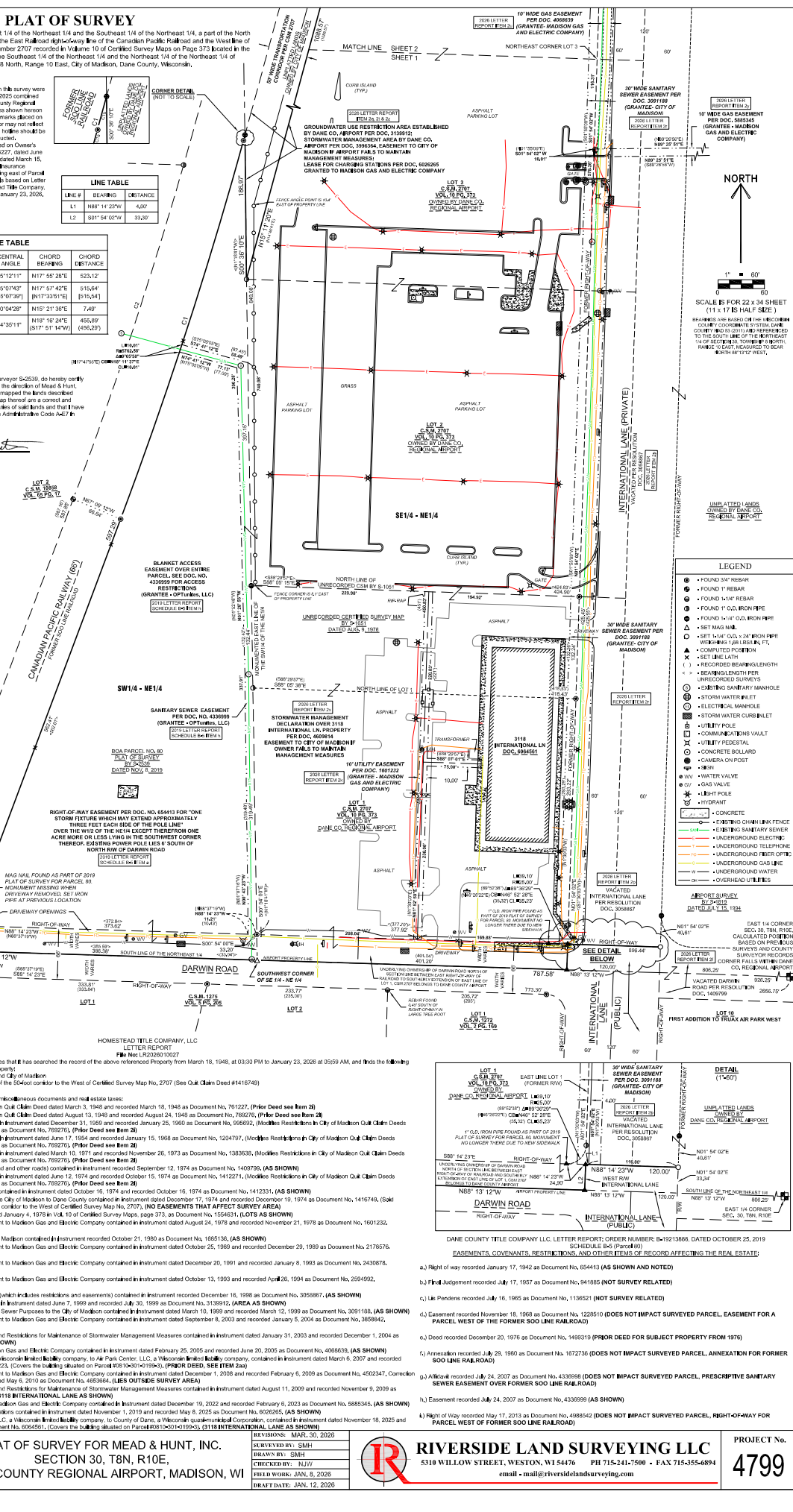
RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY

RIGHT-OF-WAY



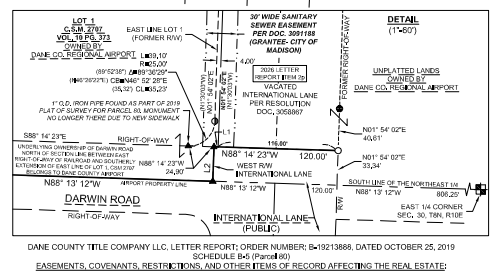
- LEGEND
- FOUND 3/4\" BAR
- FOUND 1\" BAR
- FOUND 1/4\" BAR
- FOUND 1\" OLD IRON PIPE
- FOUND 1/4\" OLD IRON PIPE
- SET MAG. NAIL
- SET 1/4\" OLD, 24\" IRON PIPE WORKING 1/4\" DIA. IN FT.
- SET LINE LATH
- RECORDED BEARING/LENGTH
- BEARING/LENGTH PER UNRECORDED SURVEYS
- EXISTING SANITARY MANHOLE
- ELECTRICAL MANHOLE
- STORM WATER CURB/INLET
- STORM WATER MANHOLE
- COMMUNICATIONS VAULT
- UTILITY PEDESTAL
- CONCRETE BOLLARD
- CAMERA CHIMNEY
- SIGN
- WATER VALVE
- GAS VALVE
- LIGHT POLE
- HYDRANT
- CONCRETE
- EXISTING CURB/INLET/FITTING
- EXISTING SANITARY SEWER
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- UNDERGROUND GAS LINE
- UNDERGROUND WATER
- OVERHEAD UTILITIES

SHEET 1 OF 2

PLAT OF SURVEY FOR MEAD & HUNT, INC. SECTION 30, T8N, R10E, DANE COUNTY REGIONAL AIRPORT, MADISON, WI

RIVERSIDE LAND SURVEYING LLC 5310 WILLOW STREET, WESTON, WI 54786 PH 715-241-7500 - FAX 715-355-6894

PROJECT NO. 4799



- REVISIONS: MAR. 30, 2026
CHECKED BY: SMH
DRAWN BY: SMH
SURVEYED BY: NJJ
FIELD WORK: JAN. 5, 2026
PLOT DATE: JAN. 12, 2026
a.) Right of way recorded January 17, 1942 as Document No. 654413 (AS SHOWN AND NOTED)
b.) Final Judgment recorded July 17, 1957 as Document No. 941885 (NOT SURVEY RELATED)
c.) Lis Pendens recorded July 16, 1955 as Document No. 1138521 (NOT SURVEY RELATED)
d.) Easement recorded November 18, 1958 as Document No. 1228510 (DOES NOT IMPACT SURVEYED PARCEL, EASEMENT FOR A PARCEL WEST OF THE FORMER 500 LINE RAILROAD)
e.) Deed recorded December 20, 1978 as Document No. 1469319 (PRIOR DEED FOR SUBJECT PROPERTY FROM 1978)
f.) Annexation recorded July 29, 1980 as Document No. 1612726 (DOES NOT IMPACT SURVEYED PARCEL, ANNEXATION FOR FORMER 500 LINE RAIL ROAD)
g.) Affidavit recorded July 24, 2017 as Document No. 1469319 (DOES NOT IMPACT SURVEYED PARCEL, PRESCRIPTIVE SANITARY SEWER EASEMENT OVER FORMER 500 LINE RAILROAD)
h.) Easement recorded July 24, 2007 as Document No. 433999 (AS SHOWN)
i.) Right of Way recorded May 17, 2013 as Document No. 433999-2 (DOES NOT IMPACT SURVEYED PARCEL, RIGHT-OF-WAY FOR PARCEL WEST OF FORMER 500 LINE RAILROAD)





**Division of Transportation  
Investment Management**  
PO Box 7914  
Madison, WI 53707-7914

**Governor Tony Evers  
Secretary Kristina Boardman**  
[wisconsindot.gov](http://wisconsindot.gov)

Telephone: 608-266-3351  
Facsimile (FAX): 608-267-6748

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April 7, 2026

Ryan Falch  
Director of Planning & Development  
Dane County Regional Airport  
4000 International Lane  
Madison, WI 53704

Dear Ryan,

As a recipient of federal and state airport improvement grants, Dane County is obligated to comply with the federal grant assurances and Wisconsin Administrative Code Trans 55 *Conditions of State Aid*. Among many things, these grant obligations require Dane County to, "take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft".

Federal Aviation Administration (FAA) Advisory Circular 150/5200-33C *Hazardous Wildlife Attractants on or near Airport* provides additional FAA guidance related to the siting of certain land uses near airports. In general, those land uses which have a potential to attract hazardous wildlife should not be permitted within 10,000' of the Dane County Regional Airport.

In accordance with federal grant assurances, Dane County is expected to ensure proposed development in the vicinity of the airport is properly evaluated for airport impacts. The FAA and BOA rely on the technical expertise of the certified wildlife biologists at the US Department of Agriculture (USDA) – Wildlife Services to evaluate potential hazardous wildlife attractants and provide comment. Failing to take appropriate action to prevent the development of a hazardous wildlife attractant near the airport may jeopardize Dane County's eligibility to receive future federal and state airport improvement grants. Therefore, Dane County is encouraged to work with all relevant stakeholders to ensure land uses in the vicinity remain compatible with the airport.

Sincerely,

*Karla Knorr*

Karla Knorr, P.E.  
WisDOT Bureau of Aeronautics Director



Animal and Plant Health  
Inspection Service

Marketing and  
Regulatory  
Programs

USDA-APHIS-  
Wildlife Services  
1201 Storbeck Drive  
Waupun, WI 53963

T: 920.324.4514

Date: March 3, 2026

To: Matthew Powers – Airport Operations Supervisor, Dane County Regional Airport

Subject: Proposed Airport Parking Lot Construction

The proposed airport overflow parking lot on the west side of airport property has brought up several wildlife concerns in relation to the habitat that may be introduced with the construction of this lot. It is our understanding that the City of Madison has landscape requirements which include the use of trees, shrubs, grasses, stone or mulch. This letter provides important information for the airport and the City of Madison to consider as these plans and construction develop.

According to AC 150/5200-33C, the airport has a responsibility to manage wildlife and habitat within a five-mile diameter around the airfield. The use of trees, shrubs, grasses, stone or mulch in the area of the proposed parking lot would provide additional wildlife attractants and would not be compatible with the safe operation of aircraft in the vicinity of the airport. In section 1.3 of AC 150/5200-33C, the FAA establishes a separation distance of 10,000 feet between Air Operations Area (AOA) and hazardous wildlife attractants for airports serving turbine-powered aircraft. In section 2.8 of 33C, the FAA recommends against planting vegetation that produces seeds, fruits, berries, or that provides dense roosting or nesting cover for wildlife. Trees that produce fruit or large seeds can provide food for wildlife and should be avoided. Grass that is planted around the parking lot should be maintained at an intermediate height, and a monoculture stand of turf grass should be used. Grasses planted should not contain any seed mixtures containing millet or any other large-seed producing grasses. Utilizing mulch and stones can provide nesting habitat for a variety of bird species and should be avoided. The parking lot and the area around it needs to be maintained in accordance to the airports wildlife hazard management plan.

In accordance with 14 CFR Part 139.337, *Wildlife Hazard Management*, Dane County has conducted a Wildlife Hazard Assessment (WHA), which was used to develop a Wildlife Hazard Management Plan (WHMP). As a Certificate Holder, Dane County Regional Airport is required to comply with the WHMP. Therefore, the County is required to protect the airspace surrounding the AOA from wildlife hazards and wildlife hazard attractants as outlined in the WHA and WHMP. As a certificate holder, it is the airport's responsibility to mitigate wildlife and attractants when observed.

By not introducing trees, shrubs, large grasses, mulch or stone near the AOA, it will greatly reduce the attractiveness of nesting and foraging opportunities to many different wildlife species.

If you have any questions or concerns regarding these recommendations, please feel free to reach out to me.

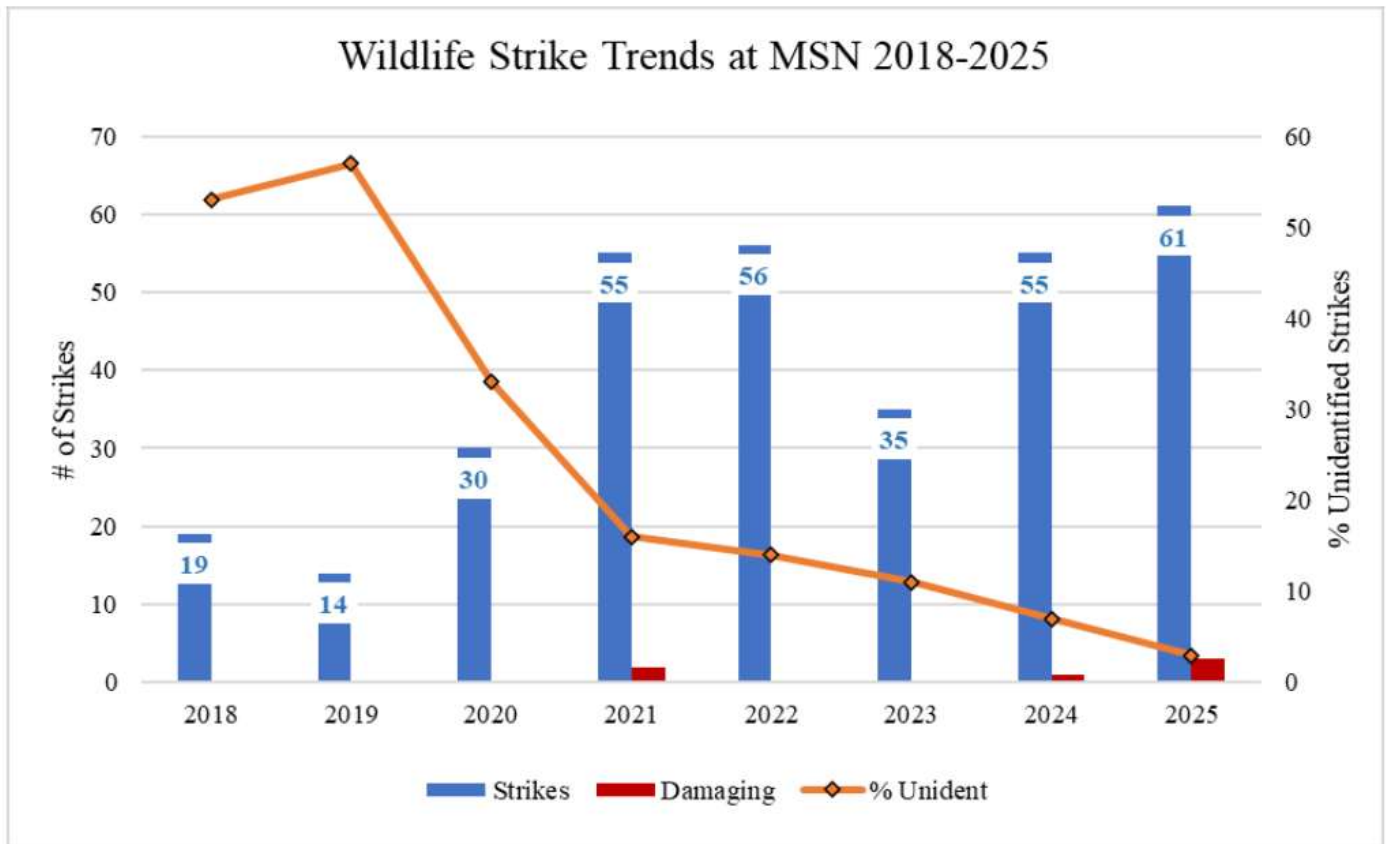
Derek Blaken  
Wildlife Biologist  
USDA Wildlife Services

# USDA Wildlife Strike Summary

**Table 1:** Summary of strikes per year at KMSN, 2020-2025

Year	Strikes	Damaging Strikes
2025	~61	3
2024	55	1
2023	35	0
2022	56	0
2021	55	2
2020	30	0

**Table 3:** Wildlife strike trends at KMSN from 2018-2025





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

February 22, 2017

Mr. Bradley S. Livingston, AAE  
Airport Director  
Dane County Regional Airport  
4000 International Lane  
Madison, WI 53704

Dear Mr. Livingston:

The Federal Aviation Administration (FAA) is in receipt of information regarding a proposed landscape plan for the newly designed employee parking lot at the Dane County Regional Airport (DCRA). It is our understanding that the City Of Madison has landscape island requirements which include the use of trees, shrubs, grasses, stone or mulch. This letter intends to provide important information for DCRA and the City of Madison to consider as these plans develop.

The use of trees, shrubs, grass, stone or mulch in the area of the proposed parking lot would provide a wildlife attractant and would not be compatible to the safe operation of the Runway 3 approach. FAA Advisory Circular (AC) 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, establishes a separation distance of 10,000 feet between Air Operations Area (AOA) and hazardous wildlife attractants for airports serving turbine-powered aircraft. Section 2 of this AC identifies land use practices on or near airports that potentially attract hazardous wildlife. Section 2-7 b, Landscaping and landscape maintenance, states “the FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements.” In addition, Section 2-7 d, states that “regardless of the source of the attraction, when hazardous wildlife is noted on a public-use airport, airport operators must take prompt, remedial action(s) to protect aviation safety.”

In accordance with 14 CFR Part 139.337, Wildlife Hazard Management, Dane County has conducted a Wildlife Hazard Assessment (WHA), which was used to develop a Wildlife Hazard Management Plan (WHMP) As a Certificate Holder, DCRA is required to comply with the WHMP. Therefore, the County is required to protect the airspace surrounding the AOA from wildlife hazards and wildlife hazard attractants as outlined in the WHA and WHMP. Section 7.9 of the WHA states that DCRA “should be cautious of any new landscape plantings around buildings on the airfield. New construction should also be bird-proofed to reduce the attraction for nesting and loafing sites.” The installation of islands in this area with the proposed landscaping would be considered a wildlife attractant and potential hazard to flight.

The FAA has heightened its awareness to wildlife hazards in light of the US Airways Flight 1549 bird strike accident in the Hudson River. Aircraft wildlife strikes are the second leading cause of aviation-related fatalities, 92% occurring at or below 3000 feet. Globally, over 400 fatalities are a result of these strikes and have destroyed more than 420 aircraft. It is paramount that all parties to aviation adequately assess and mitigate wildlife hazards to aircraft operations. The potential for catastrophic loss of human life resulting from one incident is substantial. We thank you for your cooperation and consideration in this matter.

Sincerely,

*John R Weller*

John R Weller  
National Wildlife Biologist



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

# Advisory Circular

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**Subject:** Hazardous Wildlife Attractants on or  
near Airports

**Date:** 02/21/2020

**AC No:** 150/5200-33C

**Initiated By:** AAS-300

**Change:**

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1 **Purpose.**

This Advisory Circular (AC) provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2 **Cancellation.**

This AC cancels AC 150/5200-33B, *Hazardous Wildlife Attractants on or near Airports*, dated August 28, 2007.

3 **Application.**

The Federal Aviation Administration recommends the guidance in this AC for land uses that have the potential to attract hazardous wildlife on or near public-use airports. This AC does not constitute a regulation, is not mandatory, and is not legally binding in its own right. It will not be relied upon as a separate basis by the FAA for affirmative enforcement action or other administrative penalty. Conformity with this AC is voluntary, and nonconformity will not affect rights and obligations under existing statutes and regulations, except as follows:

1. Airports that hold Airport Operating Certificates issued under Title 14, Code of Federal Regulations (CFR), Part 139, Certification of Airports, Subpart D, may use the standards, practices and recommendations contained in this AC as one, but not the only, acceptable means of compliance with the wildlife hazard management requirements of Part 139.
2. The FAA recommends the guidance in this AC for airports that receive funding under Federal grant assistance programs, including the Airport Improvement Program. See Grant Assurance #34.

3. The FAA recommends the guidance in this AC for projects funded by the Passenger Facility Charge program. See PFC Assurance #9.
4. The FAA recommends the guidance in this AC for land-use planners and developers of projects, facilities, and activities on or near airports.

#### 4 **Principal Changes.**

Changes are marked with vertical bars in the margin. Change in this AC include:

1. Clarification by the FAA that non-certificated airports are recommended to conduct a Wildlife Hazard Assessment (Assessment) or a Wildlife Hazard Site Visit (Site Visit);
2. Table 1, Ranking of Hazardous Species, has been moved to Advisory Circular 150/5200-32, *Reporting Wildlife Aircraft Strikes (5/31/2013)*;
3. Consolidation and reorganization of discussion on land uses of concern; and updated procedures for evaluation and mitigation. Discussion addresses off-airport hazardous wildlife attractants, followed by discussion of on-airport attractants. It also clarifies language regarding the applicability of the AC.

#### 5 **Background.**

1. Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety problem. While many species of wildlife can pose a risk<sup>1</sup> to aircraft safety, they are not equally hazardous<sup>2</sup>. These hazard rankings can help focus hazardous wildlife management efforts on those species or groups that represent the greatest risk to safe air and ground operations in the airport environment. Used in conjunction with a site-specific Assessment that will determine the relative abundance and use patterns of wildlife species, these rankings combined with a systematic risk analysis can help airport operators better understand the general threat level (and consequences) of certain wildlife species. Also, the rankings can assist with the creation of a “high risk” list of hazardous species that warrant immediate attention.
2. Most public-use airports have large tracts of open, undeveloped land that provide added margins of safety and noise mitigation. These areas can also present potential hazards to aviation if they encourage wildlife to enter an airport’s approach or departure airspace or aircraft operations area. Constructed or natural areas— such as

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<sup>1</sup> Risk is the relationship between the severity and probability of a threat. It is the product of hazard level and abundance in the critical airspace, and is thus defined as the probability of a damaging strike with a given species.

<sup>2</sup> Hazardous wildlife are species of wildlife (birds, mammals, reptiles), including feral and domesticated animals, not under control that may pose a direct hazard to aviation (i.e., strike risk to aircraft) or an indirect hazard such as an attractant to other wildlife that pose a strike hazard or are causing structural damage to airport facilities (e.g., burrowing, nesting, perching).

poorly drained locations, detention/retention ponds, roosting habitats on buildings, landscaping, odor-causing rotting organic matter (putrescible waste) disposal operations, wastewater treatment plants, agricultural or aquaculture activities, surface mining, wetlands, or some conservation-based land uses — can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Even small facilities, such as fast food restaurants, taxicab staging areas, rental car facilities, aircraft viewing areas, and public parks, can produce substantial attractions for hazardous wildlife.

3. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, as well as billions of dollars in aircraft damage. Hazardous wildlife attractants on and near airports can jeopardize future airport expansion, making proper community land-use planning essential. This AC provides airport operators and those parties with whom they cooperate with the guidance they need to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land-use practices on or near public-use airports.

#### 6 **Memorandum of Agreement Between Federal Resource Agencies.**

The FAA, the U.S. Air Force, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture - Wildlife Services signed a Memorandum of Agreement (MOA) to acknowledge their respective missions in protecting aviation from wildlife hazards. Through the MOA, the agencies established procedures necessary to coordinate their missions to address more effectively existing and future environmental conditions contributing to collisions between wildlife and aircraft (wildlife strikes) throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety while protecting the Nation's valuable environmental resources.

#### 7 **Feedback on this AC.**

If you have suggestions for improving this AC, you may use the Advisory Circular Feedback form at the end of this AC.



John R. Dermody  
Director of Airport Safety and Standards

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## **CHAPTER 1. GENERAL SEPARATION CRITERIA FOR HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS**

### **1.1 Introduction.**

- 1.1.1 Airport operators should maintain an appropriate environment for the safe and efficient operation of aircraft, which entails mitigating wildlife strike hazards by fencing, modifying the landscape in order to deter wildlife or by hazing or removing wildlife hazardous to aircraft from congregating on airports. When considering proposed land uses, operators and sponsors of airports certificated under Part 139, local planners, and developers must take into account whether the proposed land uses, including new development projects, will increase wildlife hazards. Land-use practices that attract or sustain hazardous wildlife populations on or near airports, specifically those listed in Chapter 2, can significantly increase the potential for wildlife strikes.
- 1.1.2 The FAA urges regulatory agencies and planning and zoning agencies to evaluate proposed new land uses within the separation criteria and prevent the creation of land uses that attract or sustain hazardous wildlife within the separation distances.
- 1.1.3 The FAA recommends the use of minimum separation criteria outlined below for land-use practices that attract hazardous wildlife to the vicinity of airports. Please note that FAA criteria include land uses that cause movement of hazardous wildlife onto, into, or across the airport's approach or departure airspace or aircraft operations area. (See the discussion of the synergistic effects of surrounding land uses in Paragraph 2.8 of this AC.). For the purpose of evaluating distance criteria, the delineation of the aircraft operations area may also consider future airport development plans depicted on the Airport Layout Plan (e.g., planned runway extension).
- 1.1.4 The separation distances are based on (1) flight patterns and performance criteria of piston-powered aircraft and turbine-powered aircraft, (2) the altitude at which most strikes happen (78 percent occur under 1,000 feet and 90 percent occur under 3,000 feet above ground level), and (3) National Transportation Safety Board recommendations.

### **1.2 Airports Serving Piston-Powered Aircraft.**

Airports that do not sell Jet-A fuel normally serve piston-powered aircraft. Notwithstanding more stringent requirements for specific land uses, the FAA recommends a separation distance of 5,000 feet from these airports for any of the hazardous wildlife attractants discussed in Chapter 2 or for new airport development projects meant to accommodate aircraft movement. This distance is to be maintained between the closest point of the airport's aircraft operations area and the hazardous wildlife attractant. Figure 1 depicts an example of the 5,000-foot separation distance measured from the nearest aircraft operations area.

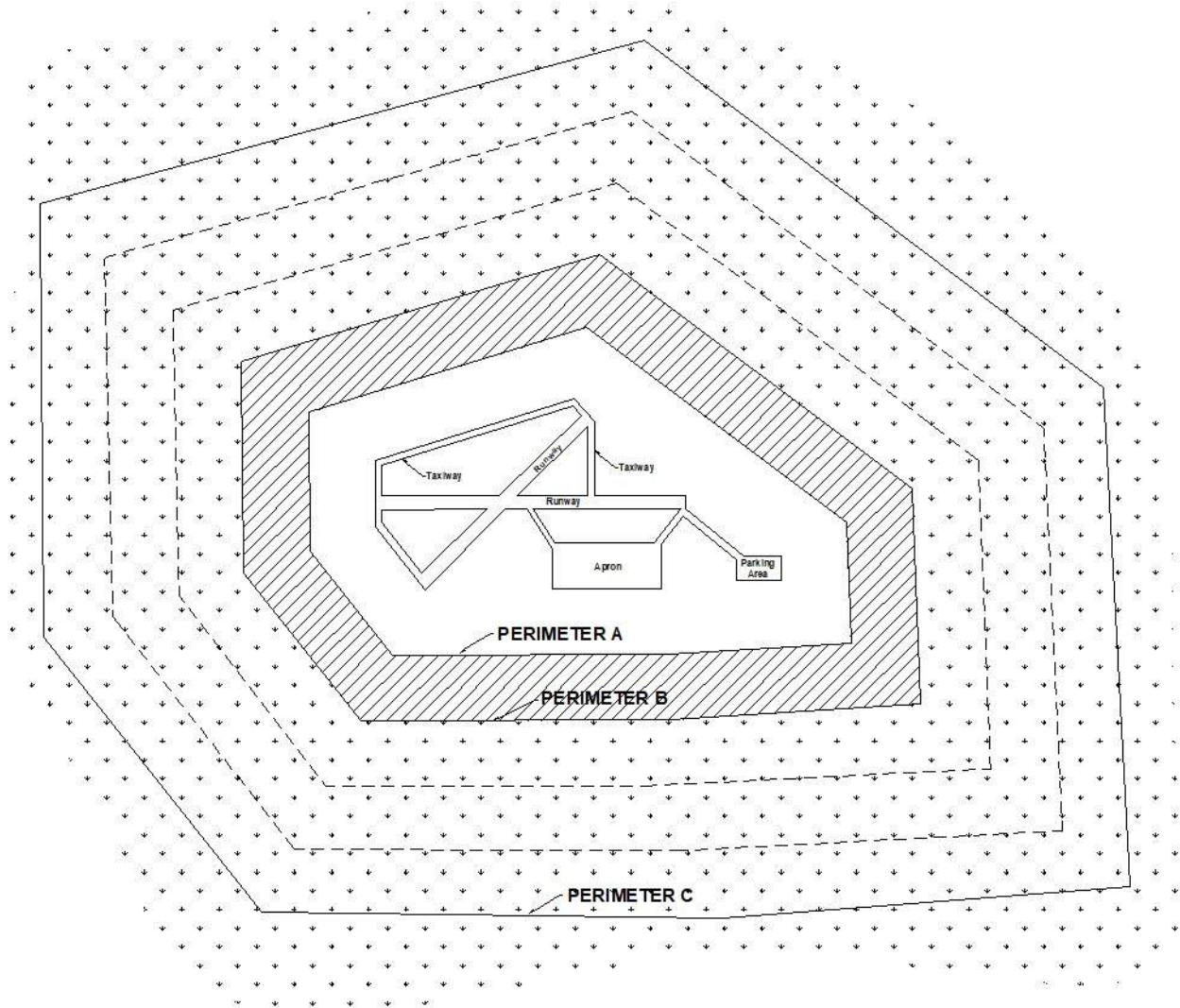
**1.3 Airports Serving Turbine-Powered Aircraft.**

For airports serving turbine-powered aircraft, the FAA recommends a separation distance of 10,000 feet from these airports for any of the hazardous wildlife attractants discussed in Chapter 2 or for new airport development projects meant to accommodate aircraft movement. This distance is to be maintained between the closest point of the airport's aircraft operations area and the hazardous wildlife attractant. Figure 1 depicts an example of the 10,000-foot separation distance from the nearest aircraft movement areas.

**1.4 Protection of Approach, Departure, and Circling Airspace.**

For all airports, the FAA recommends a distance of 5 miles between the closest point of the airport's aircraft operations area and the hazardous wildlife attractant. Special attention should be given to hazardous wildlife attractants that could cause hazardous wildlife movement into or across the approach or departure airspace. Figure 1 depicts an example of the 5-mile separation distance measured from the nearest aircraft operations area.

**Figure 1. Example of recommended separation distances described in Chapter 1 within which hazardous wildlife attractants should be avoided, eliminated, or mitigated.**



**PERIMETER A:** For airports serving piston-powered aircraft, it is recommended hazardous wildlife attractants be 5,000 feet from the nearest aircraft operations area.

**PERIMETER B:** For airports serving turbine-powered aircraft, it is recommended hazardous wildlife attractants be 10,000 feet from the nearest aircraft operations area.

**PERIMETER C:** Recommended for all airports, 5-mile range to protect approach, departure and circling airspace.

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## CHAPTER 2. LAND-USE PRACTICES ON OR NEAR AIRPORTS THAT POTENTIALLY ATTRACT HAZARDOUS WILDLIFE

### 2.1 General.

- 2.1.1 Many types of vegetation, habitats and land use practices can provide an attractant to animals that pose a risk to aviation safety. Hazardous wildlife use the natural or artificial habitats on or near an airport for food, water or cover. The wildlife species and the size of the populations attracted to the airport environment vary considerably, depending on several factors, including land-use practices on or near the airport. In addition to the specific considerations outlined below, airport operators should refer to *Wildlife Hazard Management at Airports* manual, prepared by FAA and U.S. Department of Agriculture (USDA) staff. (This manual is available in English, Spanish, and French). This manual, as well as other helpful resources can be viewed and downloaded free of charge from the Wildlife Strike Resources section of the FAA's wildlife hazard mitigation web site:  
[http://www.FAA.gov/airports/airport\\_safety/wildlife](http://www.FAA.gov/airports/airport_safety/wildlife)).
- 2.1.1.1 The USDA / Animal and Plant Health Inspection Service (APHIS) / Wildlife Services developed a new publication series on wildlife damage management and is available online. The Wildlife Damage Management Technical Series highlights wildlife species or groups of wildlife species that cause damage to agriculture, property and natural resources, and/or impact aviation and human health and safety. The publications can be found at:  
[https://www.aphis.usda.gov/aphis/ourfocus/wildlifedamage/sa\\_reports/ct\\_wildlife+damage+management+technical+series](https://www.aphis.usda.gov/aphis/ourfocus/wildlifedamage/sa_reports/ct_wildlife+damage+management+technical+series).
- 2.1.1.2 Additional resources have been provided by the USDA / APHIS / Wildlife Services National Wildlife Research Center (NWRC) at:  
[https://www.aphis.usda.gov/aphis/ourfocus/wildlifedamage/programs/nwrc/sa\\_publications/ct\\_research\\_gateway](https://www.aphis.usda.gov/aphis/ourfocus/wildlifedamage/programs/nwrc/sa_publications/ct_research_gateway). The NWRC Research Gateway contains research articles, reports, factsheets, technical notes, data and other materials on wildlife hazard mitigation, risk reduction, animal ecology, habitats, and advanced technologies and methodologies.
- 2.1.2 This section discusses land-use practices having the potential to attract hazardous wildlife and threaten aviation safety. The FAA has determined that the land uses listed below are generally not compatible with safe airport operations when they are located within the separation distances provided in Paragraphs 1.2 through 1.4.
- 2.1.3 As a reminder, these types of land uses or facilities often require permits from the appropriate permitting agency. The FAA may work with the permitting agency to include conditions for monitoring and mitigation measures, if necessary. Ultimately, the permittee is responsible for compliance to these conditions and the permitting agency is responsible for tracking compliance.

## 2.2 Waste Disposal Operations.

Municipal solid waste landfills (municipal landfills) are known to attract large numbers of hazardous wildlife, particularly birds. Because of this, these operations, when located within the separations identified in the siting criteria in Paragraphs 1.2 through 1.4, are considered incompatible with safe airport operations.

### 2.2.1 Siting for New Municipal Solid Waste Landfills Subject to AIR 21.

2.2.1.1 Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (P. L. 106-181) (AIR 21), 49 U.S.C. § 44718(d), prohibits the construction or establishment of a new municipal landfill within 6 miles of certain public-use airports. Before these prohibitions apply, both the airport and the landfill must meet the very specific conditions described below. These restrictions do not apply to airports or landfills located within the state of Alaska.

2.2.1.2 The airport must (1) have received a Federal grant(s) under 49 U.S.C. § 47101, et. seq.; (2) be under control of a public agency; (3) serve some scheduled air carrier operations conducted in aircraft with less than 60 seats; and (4) have total annual enplanements consisting of at least 51 percent of scheduled air carrier enplanements conducted in aircraft with less than 60 passenger seats.

2.2.1.3 The proposed municipal landfill must (1) be within 6 miles of the airport, as measured from airport property line to the landfill property line, and (2) have started construction or establishment on or after April 5, 2001. Section 44718(d) only limits the construction or establishment of some new landfills. It does not limit the expansion, either vertical or horizontal, of existing landfills.

2.2.1.4 Regarding existing municipal landfills and lateral expansions of landfills, 40 CFR § 258.10 requires owners or operators of a landfill units located within the separation distances provided in Paragraphs 1.2 through 1.4 to demonstrate that the unit is designed and operated so that it does not pose a bird hazard to aircraft. To accomplish this, follow the instructions provided in Paragraphs 3.2 and 3.3, document the wildlife monitoring and mitigation procedures that are cooperatively developed, and place this documentation in the operating permit of the facility.

### 2.2.2 Siting for New Municipal Landfills Not Subject to AIR 21.

If an airport and a municipal landfill do not meet the criteria of § 44718(d), then FAA recommends against locating the landfill within the separation distances identified in Paragraphs 1.2 through 1.4. In determining this distance separation, measurements should be made from the closest point of the airport property boundary to the closest point of the landfill property boundary.

### 2.2.3 Considerations for Existing Waste Disposal Facilities Within the Limits of Separation Criteria.

The FAA recommends against airport development projects that would increase the number of aircraft operations or accommodate larger or faster aircraft near landfill operations located within the separations identified in Paragraphs 1.2 through 1.4. In addition, in accordance with 40 CFR § 258.10, owners or operators of existing landfill units that are located within the separations listed in Paragraphs 1.2 through 1.4 must demonstrate that the unit is designed and operated so it does not pose a bird hazard to aircraft. (See Paragraph 4.3.2 of this AC for a discussion of this demonstration requirement.)

### 2.2.4 Enclosed Trash Transfer Stations.

Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are constructed and operated properly and are not located on airport property or within the Runway Protection Zone. These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife. Trash transfer facilities that are open on one or more sides; or store uncovered quantities of municipal solid waste outside, even if only for a short time; or use semi-trailers that leak or have trash clinging to the outside; or do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations. The FAA considers fully enclosed waste-handling facilities constructed or operated incorrectly incompatible with safe airport operations if they are located closer than the separation distances specified in Paragraphs 1.2 through 1.4.

### 2.2.5 Composting Operations on or near Airport Property.

Composting operations that accept only yard waste (e.g., leaves, lawn clippings, or branches) generally do not attract hazardous wildlife. Sewage sludge, woodchips, and similar material are not municipal solid wastes and may be used as compost bulking agents. The compost, however, must never include food or other municipal solid waste. Composting operations should not be located on airport property unless effective, risk-reducing mitigations are in place. Off-airport property composting operations should be located no closer than the greater of the following distances: 1,200 feet from any aircraft operations area or the distance called for by airport design requirements (see AC 150/5300-13, *Airport Design*). This spacing should prevent material, personnel, or equipment from penetrating any Object Free Area, Obstacle Free Zone, Threshold Siting Surface, or Clearway. Airport operators should monitor composting operations located in proximity to the airport to ensure that steam or thermal rise does not adversely affect air traffic.

### 2.2.6 Underwater Waste Discharges.

The FAA recommends against the underwater discharge of any food waste (e.g., fish processing offal) within the separations identified in Paragraphs 1.2 through 1.4 because it could attract scavenging hazardous wildlife.

### 2.2.7 Recycling Centers.

Recycling centers that accept previously sorted non-food items, such as glass, newspaper, cardboard, aluminum, electronic, and household wastes such as paint, batteries, and oil, are, in most cases, not attractive to hazardous wildlife and are acceptable.

### 2.2.8 Construction and Demolition Debris Facilities.

2.2.8.1 Construction and demolition landfills generally do not attract hazardous wildlife and are acceptable if maintained in an orderly manner, admit no putrescible waste, and are not co-located with other waste disposal operations. However, construction and demolition landfills have similar visual and operational characteristics to putrescible waste disposal sites. When co-located with putrescible waste disposal operations, construction and demolition landfills are more likely to attract hazardous wildlife because of the similarities between these disposal facilities.

2.2.8.2 Therefore, a construction and demolition landfill co-located with another waste disposal operation should be located outside of the separations identified in Paragraphs 1.2 through 1.4.

2.2.8.3 Airport operators should be aware that on-site storage of construction and maintenance debris, as well as out-of-service aircraft or aircraft components, may provide an attractant for hazardous species (e.g., nesting or perching locations). The FAA recommends these on-site areas be monitored and/or mitigated, if necessary.

### 2.2.9 Fly Ash Disposal.

2.2.9.1 The incinerated residue from resource recovery power/heat-generating facilities that are fired by municipal solid waste, coal, or wood is generally not a wildlife attractant because it no longer contains putrescible matter. Landfills accepting only fly ash are generally not considered to be wildlife attractants and are acceptable as long as they admit no putrescible waste of any kind, and are not co-located with other disposal operations that attract hazardous wildlife.

2.2.9.2 Since varying degrees of waste consumption are associated with general incineration (not resource recovery power/heat-generating facilities), the FAA considers the ash from general incinerators a regular waste disposal by-product and, therefore, a hazardous wildlife attractant if disposed of within the separation criteria outlined in Paragraphs 1.2 through 1.4.

## 2.3 **Water Management Facilities.**

Drinking water intake and treatment facilities, storm water and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, ponds

and fountains for ornamental purposes, and ponds that result from mining activities often attract large numbers of potentially hazardous wildlife. Development of new open water facilities within the separation criteria identified in Paragraphs 1.2 through 1.4 should be avoided to prevent wildlife attractants. If necessary, land-use developers and airport operators may need to develop management plans, in compliance with local and state regulations, to support the operation of storm water management facilities on or near all public-use airports to ensure a safe airport environment. The FAA recommends these plans be developed in consultation with a Qualified Airport Wildlife Biologist<sup>3</sup>, to minimize hazardous wildlife attractants.

### 2.3.1 Existing Stormwater Management Facilities.

- 2.3.1.1 On-airport stormwater management facilities allow the quick removal of surface water, including discharges related to aircraft deicing, from impervious surfaces, such as pavement and terminal/hangar building roofs. Existing on-airport detention ponds collect stormwater, protect water quality, and control runoff. Because they slowly release water after storms, they may create standing bodies of water that can attract hazardous wildlife. Where the airport has developed a Wildlife Hazard Management Plan, Part 139 regulations require the immediate correction of any wildlife hazards arising from existing stormwater facilities located on or near airports using appropriate wildlife hazard mitigation techniques. Airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a Qualified Airport Wildlife Biologist.
- 2.3.1.2 Where possible, airport operators should modify stormwater detention ponds to allow a maximum 48-hour detention period for the design storm. The combination of open water and vegetation is particularly attractive to waterfowl and other hazardous wildlife. Water management facilities holding water longer than 48 hours should be maintained in a manner that keeps them free of both emergent and submergent vegetation. The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat. Drainage basins with a concrete or paved pad should be maintained to prevent or remove any sediment build-up to prevent vegetation growth.
- 2.3.1.3 When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wire grids, pillows,

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<sup>3</sup> See Advisory Circular 150/5200-36, *Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports.*

or netting, to deter birds and other hazardous wildlife. When physical barriers are proposed, airport operators must evaluate their use, effectiveness and maintenance requirements. Airport operators must also ensure physical barriers will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office.

- 2.3.1.4 The FAA recommends that airport operators encourage off-airport stormwater treatment facility operators to incorporate appropriate wildlife hazard mitigation techniques into stormwater treatment facility operating practices when their facility is located within the separation criteria specified in Paragraphs 1.2 through 1.4.

### 2.3.2 New Stormwater Management Facilities.

The FAA recommends that storm water management systems located within the separations identified in Paragraphs 1.2 through 1.4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and to remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap or concrete lined, narrow, linear-shaped water detention basins. When it is not possible to place these ponds away from an airport's aircraft operations area (but still on airport property), airport operators may use physical barriers, such as bird balls, wire grids, floating covers, vegetation barriers (bottom liners), or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. Caution is advised when nets or wire grids are used for deterring birds from attractants. Mesh size should be < 5 cm (2") to avoid entangling and killing birds and should not be made of a monofilament material. Grids installed above and across water to deter hazardous birds (e.g., waterfowl, cormorants, etc.) are different than using a small mesh covering but also provides an effective deterrent. Grid material, size, pattern and height above water may differ on a case-by-case basis. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, a review by a Qualified Airport Wildlife Biologist should be conducted, prior to approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages the use of underground storm water infiltration systems because they are less attractive to wildlife.

### 2.3.3 Existing Wastewater Treatment Facilities.

- 2.3.3.1 The FAA recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport.

2.3.3.2 Where required, a wildlife management plan will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should encourage wastewater treatment facility operators to incorporate measures, developed in consultation with a Qualified Airport Wildlife Biologist, to minimize hazardous wildlife attractants. Airport operators should also encourage those wastewater treatment facility operators to incorporate these mitigation techniques into their standard operating practices. In addition, airport operators should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

#### 2.3.4 New Wastewater Treatment Facilities.

The FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in Paragraphs 1.2 through 1.4. Appendix 1 defines wastewater treatment facility as “any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes.” The definition includes any pretreatment involving the reduction or elimination of pollutants prior to introducing such pollutants into a treatment facility. When a wastewater treatment facility is proposed within the separation criteria, the airport operator, project proponent, and local jurisdiction should discuss the proposed project location with regard to its location near the airport and the separation distances identified in Paragraphs 1.2 through 1.4. If possible, a more suitable location for the proposed facility should be identified. If no other suitable location exists, FAA recommends that the proposed facility plans be reviewed by a Qualified Airport Wildlife Biologist to identify measures to avoid or reduce the facility’s potential to attract hazardous wildlife. If appropriate measures cannot be incorporated to reduce potential wildlife hazards, airport operators should document their opposition in a letter to the local jurisdiction.

#### 2.3.5 Artificial Marshes.

In warmer climates, wastewater treatment facilities sometimes employ artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. The FAA recommends against establishing artificial marshes within the separations identified in Paragraphs 1.2 through 1.4.

#### 2.3.6 Wastewater Discharge and Sludge Disposal.

The FAA recommends careful consideration regarding the discharge of wastewater or biosolids (i.e., secondarily treated sewage sludge) on airport property. Such discharges might improve soil moisture and quality on unpaved areas and lead to improved turf growth. Depending on the airfield plant communities and habitats present, this can be an attractive food source for many species of animals or, conversely, could result in limited attractiveness to hazardous wildlife. Also, improved turf requires more frequent mowing and could attract geese. Airports should improve their turf with the goal of a monoculture of turf that is least attractive to wildlife. Wastewater or biosolids

applications might assist in achieving this goal. Caution should be exercised when discharges saturate airfield areas adjacent to paved surfaces. The resultant soft, muddy conditions could restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

## **2.4 Wetlands.**

Wetlands provide a variety of functions and can be regulated by local, state, and Federal laws. Wetlands can be attractive to many types of wildlife, including many which rank high on the list of hazardous wildlife species (Table 1 - AC 150/5200-32). Some types of wetlands are not as attractive to wildlife as others and they should be reviewed on a case-by-case basis to determine the likelihood of proposed wetlands increasing the numbers of hazardous wildlife at the airport. Factors such as size, shape, location, canopy cover and vegetative composition among other things should be considered when determining compatibility.

**Note:** If questions exist as to whether an area qualifies as a wetland, contact the District Office of the U.S. Army Corps of Engineers, the Natural Resources Conservation Service, or a wetland consultant qualified to delineate wetlands.

### **2.4.1 Existing Wetlands on or near Airport Property.**

If wetlands are located on or near airport property, airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations. At public-use airports, the FAA recommends immediately correcting, in cooperation with local, state, and Federal regulatory agencies, any wildlife hazards arising from existing wetlands located on or near airports within 5 miles of the aircraft operations area. Where required, a wildlife management plan will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a FAA Qualified Airport Wildlife Biologist.

### **2.4.2 New Airport Development.**

Whenever possible, the FAA recommends locating new airports using the separations from wetlands identified in Paragraphs 1.2 through 1.4. Where alternative sites are not practicable, or when airport operators are expanding an existing airport into or near wetlands, a Qualified Airport Wildlife Biologist, in coordination with the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the state wildlife management agency should evaluate the wildlife hazards and prepare a wildlife management plan that indicates methods of minimizing the hazards.

### **2.4.3 Mitigation for Wetland Impacts from Airport Projects.**

Wetland mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects or projects required to correct wildlife hazards from wetlands. Wetland mitigation must be designed so it does not create a wildlife hazard. The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Paragraphs 1.2 through 1.4.

#### 2.4.3.1 **Onsite Mitigation of Wetland Functions.**

Wetland mitigation/conservation easements must not inhibit the airport operator's ability to effectively control hazardous wildlife on or near the mitigation site or effectively maintain other aspects of safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife must be avoided. The FAA will review any onsite mitigation proposals to determine compatibility with safe airport operations and grant assurance compliance. Early coordination with the FAA is encouraged for any proposal to use airport land for wetland mitigation. A Qualified Airport Wildlife Biologist should evaluate any wetland mitigation projects that are needed to protect unique wetland functions and that must be located in the separation criteria in Paragraphs 1.2 through 1.4 before the mitigation is implemented. A wildlife management plan should be developed to reduce the wildlife hazards.

#### 2.4.3.2 **Offsite Mitigation of Wetland Functions.**

- 2.4.3.2.1 The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Paragraphs 1.2 through 1.4 unless they provide unique functions that must remain onsite (see 2.4.3.1). Agencies that regulate impacts to or around wetlands recognize that it may be necessary to split wetland functions in mitigation schemes. Therefore, regulatory agencies may, under certain circumstances, allow portions of mitigation to take place in different locations.
- 2.4.3.2.2 The FAA encourages landowners or communities supporting the restoration or enhancement of wetlands to do so only after critically analyzing how those activities would affect aviation safety. To do so, landowners or communities should contact the affected airport sponsor, FAA, and/or a Qualified Airport Wildlife Biologist.
- 2.4.3.2.3 Those parties should work cooperatively to develop restoration or enhancement plans that would not worsen existing wildlife hazards or create such hazards. See Paragraphs 4.1.1 – 4.1.3 for land-use modifications evaluation criteria.
- 2.4.3.2.4 If parties develop a mutually acceptable restoration or enhancement plan, the landowner or community proposing the restoration or enhancement must monitor the restored or enhanced site. This monitoring must verify that efforts have not worsened or created hazardous wildlife attraction or activity. If such attraction or activity occurs, the landowner or community should work with the airport sponsor, or a Qualified Airport Wildlife Biologist to reduce the hazard to aviation.

#### 2.4.3.3 **Mitigation Banking.**

Wetland mitigation banking is the creation or restoration of wetlands in order to provide mitigation credits that can be used to offset permitted wetland losses. Mitigation banking benefits wetland resources by providing advance replacement for permitted wetland losses; consolidating small projects into larger, better-designed and managed units; and encouraging integration of wetland mitigation projects with watershed planning. This last benefit is most helpful for airport projects, as wetland impacts mitigated outside of the separations identified in Paragraphs 1.2 through 1.4 can still be located within the same watershed. Wetland mitigation banks meeting the separation criteria offer an ecologically sound approach to mitigation in these situations. Airport operators should work with local watershed management agencies or organizations to develop mitigation banking for wetland impacts on airport property.

### 2.5 **Dredge Spoil Containment Areas.**

The FAA recommends against locating dredge spoil containment areas (also known as Confined Disposal Facilities) within the separations identified in Paragraphs 1.2 through 1.4 if the containment area or the spoils contain material that would attract hazardous wildlife. Proposals for new dredge spoil containment areas located within the separation distances should be reviewed on a case-by-case basis to determine the likelihood of resulting in an increase in hazardous wildlife. The FAA recommends that airport sponsors work with a Qualified Airport Wildlife Biologist and/or the FAA to review proposals for dredge spoil containment areas located within separation criteria.

### 2.6 **Agricultural Activities.**

Many agricultural crops can attract hazardous wildlife and should not be planted within the separations identified in Paragraphs 1.2 through 1.4. Corn, wheat, and other small grains in particular should be avoided. If the airport has no financial alternative to agricultural crops to produce the income necessary to maintain the viability of the airport, then the airport should consider growing crops that hold little food value for hazardous wildlife, such as grass hay. Attractiveness to hazardous wildlife species during all phases of production, from planting through harvest and fallow periods, should be considered when contemplating the use of airport property for agricultural production. Where agriculture is present, crop residue (e.g., waste grain) should not be left in the field following harvest. Also, airports should consult AC 150/5300-13, *Airport Design*, to ensure that agricultural crops do not create airfield obstructions or other safety hazards. Before planning or initiating any agricultural practices on airport property, operators should get approval from the appropriate FAA regional Airports Division Office and demonstrate that the additional cost of wildlife control and potential accidents is offset by revenue generated by agricultural leases. Annual review of the Airport Certification Manual by the Certification Inspector does not constitute approval and is insufficient to meet this requirement.

### 2.6.1 Livestock Production.

Confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg laying operations) often attract flocking birds, such as blackbirds, starlings, or pigeons that pose a hazard to aviation. Therefore, the FAA recommends against such facilities within the separations identified in Paragraphs 1.2 through 1.4. The airport operator should be aware of any wildlife hazards that appear to be attracted to off-site livestock operations and consider working with a Qualified Airport Wildlife Biologist to identify reasonable and feasible measures that may be proposed to landowners to reduce the attractiveness of the site to the potentially hazardous wildlife species.

2.6.1.1 In exceptional circumstances, and following FAA review and approval, livestock may be grazed on airport property as long as they are off the airfield and separated behind fencing where they cannot pose a hazard to aircraft. The livestock should be fed and watered as far away from the airfield and approach/departure space as possible because the feed and water may attract birds. The wildlife management plan should include monitoring and wildlife mitigation for any areas where the livestock and their feed/water is located in case a wildlife hazard is detected. Airports without wildlife management plans should equally consider monitoring and mitigation protocols to identify and address any wildlife hazards associated with livestock and their feeding operations.

### 2.6.2 Alternative Uses of Agricultural Land.

2.6.2.1 Habitat modification both on and surrounding an airfield is one of the best and most economical long term mitigation strategies to decrease risk that wildlife pose to flight safety. Alternative land uses (e.g., solar and biofuel) at airports could help mitigate many of the challenges for the airport operator, developers, and conservationists. However, careful planning must first determine that proposed alternative energy production at airports does not create wildlife attractants or other hazards.

2.6.2.2 Some airports are surrounded by vast areas of farmed land within the distances specified in Paragraphs 1.2 through 1.4. Seasonal uses of agricultural land for activities such as hunting can create a hazardous wildlife situation. In some areas, farmers will rent their land for hunting purposes. Rice farmers, among others, flood their land to attract waterfowl or for conservation efforts. This is often done during waterfowl hunting season to obtain additional revenue by renting out duck blinds.

2.6.2.3 The waterfowl hunters then use decoys and call in hundreds, if not thousands, of birds, creating a threat to aircraft safety. It is recommended that a Qualified Airport Wildlife Biologist review, in coordination with local farmers and producers, these types of seasonal land uses and incorporate mitigating measures into the wildlife management plan, when possible.

## 2.7 **Aquaculture.**

Aquaculture is the breeding, rearing, and harvesting of fish, shellfish, and plants in all types of water environments including ponds, rivers, lakes, and the ocean. Aquaculture is used to produce food fish, sport fish, bait fish, ornamental fish, and to support restoration activities. Aquacultured species are grown in a range of facilities including tanks, cages, ponds, and raceways. When an aquaculture facility is proposed within the separation criteria, the airport operator, project proponent, and local jurisdiction should discuss the proposed project location with regard to its attraction to hazardous species, location near the airport and the separation distances identified in Paragraphs 1.2 through 1.4. If a facility is identified as a possible significant attraction, a more suitable location for the proposed facility should be identified. If no other suitable location exists, it is recommended that the proposed facility plans be reviewed by a Qualified Airport Wildlife Biologist to identify measures to avoid or reduce the facility's potential to attract hazardous wildlife.

### 2.7.1 Freshwater Aquaculture.

2.7.1.1 Freshwater aquaculture activities (e.g., catfish, tilapia, trout or bass production) are typically conducted outside of fully enclosed buildings in constructed ponds or tanks and are inherently attractive to a wide variety of birds and therefore pose a significant risk to airport safety when within the separation distances specified in Paragraphs 1.2 through 1.4. Freshwater aquaculture should only be considered if extensive mitigation measures have been incorporated to eliminate attraction to hazardous birds. Examples of such mitigation include:

1. Netting or other material to exclude hazardous birds (e.g., eagles, osprey, gulls, cormorants);
2. Acoustic hazing including pyrotechnics, propane cannons, directional sonic/hailing devices and other similar technologies;
3. Feeding procedure cleanliness, exclusion techniques prohibiting birds from perching or accessing food; efficiency of feeding operation procedures that reduce fish food attraction to hazardous birds;
4. Operation procedure efficiency transferring live fish to and from enclosures or removal of dead fish; maintenance and upkeep of facility;
5. Monitoring, mitigation and communication protocols with nearby airports as a proactive safety feature in response to specific hazardous species in the event they are identified at the facility in unacceptable numbers.

### 2.7.2 Marine Aquaculture.

Marine aquaculture (Mariculture) refers to the culturing of species that live in the ocean. When appropriately managed and mitigated as necessary, mariculture facilities do not pose a significant risk to airport safety.

### 2.7.2.1 **Finfish Mariculture.**

2.7.2.1.1 U.S. finfish mariculture primarily produces salmon and steelhead trout as well as lesser amounts of cod, moi, yellowtail, barramundi, seabass, and seabream. Maricultures use rigid and non-rigid enclosures (e.g., cages) at the surface or submerged in the water column. These enclosures may be fully enclosed, or be open at the top or covered with netted material to negate losses from depredation by birds or other predators. Different facilities employ different designs and operational protocols.

2.7.2.1.2 While mariculture operations typically do not pose a significant attractant to hazardous birds, design and operational features can be incorporated as permit conditions to mitigate attraction and effectively reduce this risk. Examples of such mitigation include:

1. Fully enclosed cages using netting or other material to exclude hazardous birds (e.g., gulls, cormorants, pelicans) and to insure retention of fish;
2. Submerged enclosures to reduce attraction to hazardous birds;
3. Feed barge cleanliness, exclusion techniques prohibiting birds from perching or accessing food; efficiency of feeding operation procedures that reduce fish food attraction to hazardous birds;
4. Operation procedure efficiency transferring live fish to and from enclosures or removal of dead fish; maintenance and upkeep of facility;
5. Monitoring, mitigation and communication protocols with nearby airports as a proactive safety feature in response to specific hazardous species in the event they are identified at the facility in unacceptable numbers.

### 2.7.2.2 **Shellfish Mariculture.**

U.S. shellfish mariculture primarily produces oysters, clams, mussels, lobster and shrimp. Shellfish may be grown directly on the bottom, in submerged cages or bags, or on suspended lines. These types of mariculture operations do not typically present a significant attractant to hazardous birds. For those operations that are found to pose a significant risk, design and operation features that diminish possible attraction to hazardous bird species (e.g., reducing areas for perching or feeding) can effectively reduce this risk.

### 2.7.2.3 **Plant Mariculture.**

2.7.2.3.1 Microalgae, also referred to as phytoplankton, microphytes, or planktonic algae constitute the majority of cultivated algae. Macroalgae, commonly known as seaweed, also have many commercial and industrial uses.

- 2.7.2.3.2 While few commercial seaweed farms exist, the sector is growing. These types of mariculture operations do not typically present an attractant to hazardous birds.

## 2.8 **Golf Courses, Landscaping, Structures and Other Land-Use Considerations.**

### 2.8.1 Golf Courses.

The large grassy areas and open water found on most golf courses are attractive to hazardous wildlife, particularly Canada geese and some species of gulls. These species can pose a threat to aviation safety. If golf courses are located on or near airport property, airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations. Accordingly, airport operators should develop, at a minimum, onsite measures to minimize hazardous wildlife attraction in consultation with a Qualified Airport Wildlife Biologist. Existing golf courses located within these separations that have been documented to attract hazardous wildlife are encouraged to develop a program to reduce the attractiveness of the sites to species that are hazardous to aviation safety. The FAA recommends against construction of new golf courses within the separations identified in Paragraphs 1.2 through 1.4 if determined that the new facility would create a significant wildlife hazard attractant by a Qualified Airport Wildlife Biologist. Airport operators should ensure these golf courses are monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented.

### 2.8.2 Landscaping and Landscape Maintenance.

2.8.2.1 Depending on its geographic location, landscaping can attract hazardous wildlife. The FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. Vegetation that produces seeds, fruits, or berries, or that provides dense roosting or nesting cover should not be used. Airports should develop a landscape plan to include approved and prohibited plants. The landscape plan should consider the watering needs of mature plants. A Qualified Airport Wildlife Biologist should review all landscaping plans. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented.

2.8.2.2 Turf grass areas on airports have the potential to be highly attractive to a variety of hazardous wildlife species. Research conducted by the USDA Wildlife Services' National Wildlife Research Center has shown that no one airfield vegetation management regimen will deter all species of hazardous wildlife in all situations. The composition and height of airfield grasslands should be properly managed to reduce their attractiveness to hazardous wildlife. In many situations, an intermediate height, monoculture turf grass might be most favorable. In cooperation with a

Qualified Airport Wildlife Biologist, airport operators should develop airport turf grass management plans on a prescription basis, including cultivar selection during reseeding efforts, that is specific to the airport's geographic location, climatic conditions, and the type of hazardous wildlife likely to frequent the airport.

2.8.2.3 Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of re-vegetating should not be planted with seed mixtures containing millet or any other large-seed producing grass. For airport property already planted with seed mixtures containing millet, rye grass, or other large-seed producing grasses, the FAA recommends disking, plowing, or another suitable agricultural practice to prevent plant maturation and seed head production. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a Qualified Airport Wildlife Biologist. Airport operators should also consider developing and implementing a preferred/prohibited plant species list, reviewed by a Qualified Airport Wildlife Biologist, which has been designed for the geographic location to reduce the attractiveness to hazardous wildlife for landscaping airport property.

### 2.8.3 Structures.

2.8.3.1 Certain structures attract birds for loafing and nesting. Flat rooftops can be attractive to many species of gulls for nesting, hangars provide roosting / nesting opportunities for rock doves, towers, light posts and navigation aids can provide loafing / hunting perches for raptors and aircraft can provide loafing / nesting sites for European starlings, blackbirds and other species. These structures should be monitored and mitigated, if located on-site. Off-site structural attractions may require additional coordination to effectively mitigate their use by hazardous species.

2.8.3.2 Cellular communications towers are becoming increasingly more attractive to large birds (e.g., osprey, eagles, herons, vultures) for nesting and rearing their young. This problem is a growing concern because once the young fledge from nests built on manmade structures they are more likely to return to these kinds of sites to reproduce in future years.

### 2.8.4 Other Hazardous Wildlife Attractants.

Other land uses (e.g., conservation easements, parks, wildlife management areas) or activities not addressed in this AC may have the potential to attract hazardous wildlife. Regardless of the source of the attraction, when hazardous wildlife is noted on a public-use airport, each certificate holder must take prompt remedial action(s) to protect aviation safety and all non-certificated airports should take prompt remedial action(s) to protect aviation safety.

## 2.9 **Habitat for State and Federally Listed Species on Airports.**

An airport's air operations area is an artificial environment that has been created and maintained for aircraft operations. Because an aircraft operations area 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 aircraft operations area 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 Federal or state-listed threatened and endangered species or have been designated by state resource agencies as species of special concern.

### 2.9.1 State-Listed Species Habitat Concerns.

2.9.1.1 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 caution in adopting new management techniques because they 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.

2.9.1.2 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. 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.

### 2.9.2 Federally Listed Species Habitat Concerns.

2.9.2.1 The FAA supports efforts to protect threatened and endangered species, as a matter of principle and consistent with the Endangered Species Act of 1973. The FAA must balance these requirements with our requirements and mission to maintain a safe and efficient airport system. Requests to enhance or create habitat for threatened and endangered species often conflict with the safety of the traveling public and may place the protected species at risk of mortality by aircraft collisions. The FAA does not support the creation, conservation or enhancement of habitat or refuges to attract endangered species on airports. If endangered species are present on an airport, specific obligations may apply under the Endangered

Species Act, 16 U.S.C. § 1531 et seq. and the airport operator should contact the Airports District Office Environmental Protection Specialist.

- 2.9.2.2 The designation of critical habitat for listed species under the Endangered Species Act on airport lands may be an incompatible land use in conflict with the intended and dedicated purpose of airport lands and may limit or preclude the ability of the airport to develop new infrastructure and growth capacity to meet future air carrier service demand. In addition, depending on the listed species (primarily but not limited to avian species), the designation of critical habitat within the separation distances provided in paragraphs 1.2 - 1.4 can represent a hazardous wildlife attractant in conflict with 14 CFR Part 139.337.

## **2.10 Synergistic Effects of Surrounding Land Uses.**

There may be circumstances where two or more different land uses would not, by themselves, be considered hazardous wildlife attractants or are located outside of the separations identified in Paragraphs 1.2 through 1.4 but collectively may create a wildlife corridor directly through the airport and/or surrounding airspace. An example involves a lake located outside of the separation criteria on the east side of an airport and a large hayfield on the west side of an airport. These two land uses, taken together, could create a flyway for Canada geese directly across the airspace of the airport. Airport operators must consider the entire surrounding landscape and community when developing the wildlife management plan.

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## **CHAPTER 3. PROCEDURES FOR WILDLIFE HAZARD MANAGEMENT BY OPERATORS OF PUBLIC-USE AIRPORTS AND CONDITIONS FOR NON-CERTIFICATED AIRPORTS TO CONDUCT WILDLIFE HAZARD ASSESSMENTS AND WILDLIFE HAZARD SITE VISITS**

### **3.1 Introduction.**

In recognition of the increased risk of serious aircraft damage or the loss of human life that can result from a wildlife strike, the FAA recommends all airports conduct a Wildlife Hazard Site Visit or Wildlife Hazard Assessment unless otherwise mandated after an initial triggering events defined in Part 139 Section 139.337. After the airport has completed the site visit or assessment and implemented a wildlife management plan, investigations should be conducted following subsequent triggering events to determine if the original assessment and plan adequately address the situation or if conditions have changed that would warrant an update to the plan. In this section, airports that are certificated under 14 C.F.R. § 139.337 are referred to as “certificated airports” and all others are referred to as “non-certificated airports.” When a statement refers to both certificated and non-certificated airports, “airport” or “all airports” is used.

### **3.2 Coordination with Qualified Airport Wildlife Biologists.**

Hazardous wildlife management is a complex discipline and conditions vary widely across the United States. Therefore, only airport wildlife biologists meeting the qualification requirements in Advisory Circular 150/5200-36, *Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports*, can conduct Site Visits and Assessments. Airports must maintain documentation that the Qualified Airport Wildlife Biologist meets the qualification requirements in Advisory Circular 150/5200-36.

### **3.3 Wildlife Hazard Management at Airports: A Manual For Airport Personnel.**

- 3.3.1 The Wildlife Hazard Management at Airports manual, prepared by FAA and USDA Wildlife Services staff, contains a compilation of information to assist airport personnel in the development, implementation, and evaluation of wildlife management plans at airports. The manual includes specific information on the nature of wildlife strikes, legal authority, regulations, wildlife management techniques, Assessments, Plans, and sources of help and information. The manual is available in three languages: English, Spanish, and French. It can be viewed and downloaded free of charge from the FAA’s wildlife hazard mitigation web site: [https://www.faa.gov/airports/airport\\_safety/wildlife](https://www.faa.gov/airports/airport_safety/wildlife). This manual only provides a starting point for addressing wildlife hazard issues at airports. FAA recommends that airports consult with a Qualified Airport Wildlife Biologists to assist with development of a wildlife management plan and the implementation of management actions by airport personnel.

- 3.3.2 There are many other resources complementary to this manual for use in developing and implementing wildlife management plans. Several are listed in the manual's bibliography or on the FAA Wildlife Mitigation website:  
[https://www.faa.gov/airports/airport\\_safety/wildlife](https://www.faa.gov/airports/airport_safety/wildlife)

### **3.4 Wildlife Hazard Site Visits and Wildlife Hazard Assessments.**

- 3.4.1 Operators of certificated airports are encouraged to conduct an initial assessment regardless of whether the airport has experienced one of the triggering events. Doing so would allow the airport to take proactive action and mitigate the wildlife risk before experiencing an incident. All other airports are encouraged to conduct an assessment or site visit (as defined in FAA Advisory Circular 150/5200-38) conducted by a Qualified Airport Wildlife Biologist (as defined in FAA Advisory Circular 150/5200-36). Part 139 certificated airports are currently required to ensure that an assessment is conducted consistent with 14 C.F.R. § 139.337.
- 3.4.2 The intent of a site visit is to provide an abbreviated analysis of an airport's wildlife hazards and to provide timely information that allows the airport to expedite the mitigation of these hazards. The FAA also recommends that airports conduct an assessment or site visit as soon as practicable in order to identify any immediate wildlife hazards and/or mitigation measures.
- 3.4.3 Non-certificated airports should submit the results of the site visit or assessment to the FAA for review. The FAA will review the submitted site visit or assessment and make a recommendation regarding the development of a wildlife management plan. A wildlife management plan can be developed based on a site visit and will be required if the non-certificated airport is going to request federal grants for the purpose of mitigating wildlife hazards.

### **3.5 Wildlife Hazard Management Plan.**

- 3.5.1 The FAA will consider the results of the assessment, along with the aeronautical activity at the airport and the views of the airport operator and airport users, in determining whether a wildlife management plan is needed for certificated airports, or recommended for non-certificated airports.
- 3.5.2 If the FAA determines that a wildlife management plan is needed for a certificated airport, the airport operator must formulate a plan, using the assessment as its basis and submit to the FAA for approval. If the FAA recommends that a non-certificated airport develop a plan, either an assessment or a site visit can be used as the basis for the wildlife management plan. Airports should consult AC 150/5200-38, *Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans*, for further information on preparation and implementation requirements for their wildlife management plan.

- 3.5.3 The goal of an airport's wildlife management plan is to minimize the risk to aviation safety, airport structures or equipment, or human health posed by populations of hazardous wildlife on and around the airport. For wildlife management plans to effectively reduce wildlife hazards on and near airports, accurate and consistent wildlife strike reporting is essential. Airports should consult AC 150/5200-32, *Reporting Wildlife Aircraft Strikes*, for further information on responsibilities and recommendations concerning wildlife strikes.
- 3.5.4 The wildlife management plan must identify hazardous wildlife attractants on or near the airport and the appropriate wildlife management techniques to minimize the wildlife hazard. It must also prioritize the management measures.

### **3.6 Local Coordination.**

The FAA recommends establishing a Wildlife Hazards Working Group to facilitate the communication, cooperation, and coordination of the airport and its surrounding community necessary to ensure the effectiveness of the wildlife management plan. The cooperation of the airport community is essential to prevent incompatible development in the airport vicinity. Whether on or off the airport, input from all involved parties must be considered when a potentially hazardous wildlife attractant is being proposed. Based on available resources, airport operators should undertake public education activities with the local planning agencies because some activities in the vicinity of an airport, while harmless under normal conditions, can attract wildlife and present a danger to aircraft (see Paragraphs 4.5 to 4.8). For example, if public trails are planned near wetlands or in parks adjoining airport property, the public should know that feeding birds and other wildlife in the area may pose a risk to aircraft.

### **3.7 Operational Notifications of Wildlife Hazards.**

- 3.7.1 Operational notifications include active correspondence addressing wildlife issues on or near an airport, notifications and alerts. If an existing land-use practice creates a wildlife hazard and the land-use practice or wildlife hazard cannot be immediately eliminated, airport operators must issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction. Permanent attractions that cannot be eliminated or mitigated may be noted in the Airport/Facility Directory. NOTAMS and Airport/Facility Directory notifications are not appropriate for short-term or immediate advisories that can be relayed via Pilot Reports, direct air traffic control voice communications, or temporary Automated Terminal Advisory System alerts. Care should be given to avoid the continual broadcast of general warnings for extended periods of time. General warnings such as "birds in the vicinity of the aerodrome" offer little timely information to aid pilots and eventually may be ignored if not updated.
- 3.7.2 The Automated Terminal Advisory System (ATIS) is a continuous broadcast of recorded aeronautical information for aerodromes and their immediate surroundings. ATIS broadcasts contain essential information, such as current weather information,

active runways, available approaches, wildlife hazards and any other information required by the pilots. They indicate significant (moderate or severe) wildlife activity, as reported by an approved agency that presents temporary hazards on the ATIS broadcast. Pilots take notice of available ATIS broadcasts before contacting the local control unit, which reduces the controllers' workload and relieves frequency congestion. The recording is updated in fixed intervals or when there is a significant change in the information. Although ATIS broadcasts involving wildlife should be timely and specific, pilots do not need to know species-specific information. General descriptive information detailing size and number of animals, locations and timing of occurrence provides useful, actionable information for pilots.

- 3.7.3 A pilot report (PIREP) is reported by a pilot to indicate encounters of hazardous weather (e.g., icing or turbulence) and hazardous wildlife. Pilot reports are short-lived warnings providing immediate information on pilot observations that are transmitted in real-time to air traffic control. Large animals near active surfaces, soaring vultures and raptors within approach/ departure corridors and waterfowl such as geese feeding in grassy areas next to runways are all examples of pilot reports generated by pilots.

### **3.8 Federal and State Depredation Permits.**

The FAA recommends that airports maintain federal and state depredation permits to allow mitigation and/ or removal of hazardous species. All protected species require special permits for lethal mitigation or capture and relocation procedures. Similarly, endangered or threatened species mitigation also requires special permits. The FAA recommends that airports work closely with a Qualified Airport Wildlife Biologist during the U.S. Fish and Wildlife Service consultation and permitting process. The following Orders can help airports reduce risks from hazardous species by allowing private citizens to control hazardous species off airport properties without the need for a Federal depredation permit.

#### **3.8.1 Standing Depredation Orders.**

- 3.8.1.1 Federal law allows people to protect themselves and their property from damage caused by migratory birds. Provided no effort is made to kill or capture the birds, a depredation permit is not required to merely scare or herd depredating migratory birds other than endangered or threatened species or bald or golden eagles (50 CFR 21.41).
- 3.8.1.2 In addition, certain species of migratory birds may be mitigated without a federal permit under specific circumstances, many of which relate to agricultural situations. The following Standing Depredation Orders have applicability near airports:
- 50 CFR § 21.49- Control Order for Resident Canada Geese at Airports and Military Airfields.
  - 50 CFR § 21.50- Depredation Order for Resident Canada Geese Nests and Eggs.

- 50 CFR § 21.43 - Depredation Order for Blackbirds, Cowbirds, Crows, Grackles, and Magpies.
- 50 CFR § 21.54 - Control Order for Muscovy Ducks in the United States.
- 50 CFR § 21.55 - Control Order for Invasive Migratory Birds in Hawaii.

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## **CHAPTER 4. RECOMMENDED PROCEDURES FOR THE FAA, AIRPORT OPERATORS AND OTHER GOVERNMENT ENTITIES REGARDING OFF-AIRPORT ATTRACTANTS**

### **4.1 FAA Notification and Review of Proposed Land-Use Practice Changes in the Vicinity of Public-Use Airports.**

4.1.1 For projects that are located within 5 miles of the airport's aircraft operations area, the FAA may review development plans, proposed land-use changes, operational changes, major federal actions or wetland mitigation plans to determine if such changes increase risk to airport safety by attracting hazardous wildlife on and around airports. The FAA is not a permitting agency for land use modifications that occur off airport properties, therefore, such reviews are typically initiated by state or federal permitting agencies seeking FAA input on new or revised permits. Each of the land uses listed in Chapter 2 of this AC has the potential to pose a risk to airport operations when they are located within the separation distances provided in Paragraphs 1.2 through 1.4.

4.1.2 Off-site land use modifications near airports may include an assessment of risk for facilities and land-use changes and, if necessary, mitigation strategies that may reduce risk to an acceptable level. However, the FAA recognizes that individual facilities or land-use modifications may present a range of attractants to different species, resulting in varying levels of risk. Therefore, the FAA considers each proposal on a case-by-case basis.

4.1.3 The FAA analyzes each land-use modification or new facility proposal prior to its establishment or any significant planned changes to design or operations that may increase the risk level. As part of a review, the FAA considers several factors that include, but are not limited to:

1. Type of attractant;
2. Size of attractant;
3. Location/distance of attractant from airport;
4. Design (e.g., construction, material, mitigation techniques employed into design);
5. Operation (e.g., cleanliness, constancy/ volume of use, seasonality, time of day);
6. Monitoring protocols (e.g., frequency, documentation, evaluation, species identification and number thresholds that trigger actions of communication or mitigation, baseline wildlife data);
7. Mitigation protocols (e.g., responsibilities, methods, intensity, pre-determined objectives, documentation, evaluation); and
8. Communication protocols to airport and/ or air traffic control tower;

4.1.4 The review of these factors may result in FAA recommended additions or modifications to a conditional use permit that allows the permitting agency to track compliance with the permittee obligations. Such conditions placed within a permit

may involve a comprehensive outline and recognition of individuals responsible for monitoring, communication, and mitigation measures if certain action thresholds are met. Action thresholds are defined in this instance as those pre-determined parameters (e.g., number, location, behavior, time of day) of specific hazardous species that would trigger a mitigation response. Additionally, baseline data should be used to determine the effect, if any, on wildlife populations at the proposed off-site location and/or at the airport.

- 4.1.5 Baseline data may need to be collected, depending on the existence of useful data and timeline for site modification. If, after taking into account the factors above, FAA determines that a facility poses a significant risk to airport safety, FAA will object to its establishment or renewal.
- 4.1.6 For projects that are located within 5 miles of the airport's aircraft operations area, the FAA Airport District Office may review development plans, proposed land-use changes, operational changes, major federal actions or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. The FAA considers sensitive airport areas as those that lie under or next to approach or departure airspace. This brief examination should indicate if further investigation is warranted.
- 4.1.7 Where a Qualified Airport Wildlife Biologist has conducted a further study to evaluate a site's compatibility with airport operations, the FAA may use the study results to make a determination.

## **4.2 Waste Management Facilities.**

### **4.2.1 Notification of New/Expanded Project Proposal.**

- 4.2.1.1 49 U.S.C. § 44718(d), prohibits the construction or establishment of new municipal landfills within 6 miles of certain public-use airports, when both the airport and the landfill meet specific conditions. See Paragraph 2.2 of this guidance for a more detailed discussion of these restrictions.
- 4.2.1.2 The Environmental Protection Agency (EPA) requires any landfill operator proposing a new or expanded waste disposal operation within 5 miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal. See 40 CFR § 258, *Criteria for Municipal Solid Waste Landfills*, Section 258.10, *Airport Safety*. The EPA also requires owners or operators of new landfill units, or lateral expansions of existing MSWLF landfill units, that are located within 10,000 feet of any airport runway end used by turbine-powered aircraft, or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft. (See 4.3.2 below.)

- 4.2.1.3 When new or expanded municipal landfills are being proposed near airports, landfill operators must notify the airport operator and the FAA of the proposal as early as possible pursuant to 40 CFR § 258.
- 4.2.1.4 The FAA discourages the development of waste disposal and other facilities, discussed in Chapter 2, located within the separation criteria specified in Paragraphs 1.2 through 1.4. To show that a waste-handling facility sited within the separations identified in Paragraphs 1.2 through 1.4 does not attract hazardous wildlife and does not threaten aviation, the developer must establish the facility will not handle putrescible material other than that as outlined in 2.2.4. The FAA recommends against any facility other than those outlined in 2.2.4 (enclosed transfer stations). The FAA will use this information to determine if the facility will be a hazard to aviation.

### **4.3 Other Land-Use Practice Changes.**

- 4.3.1 The FAA encourages operators of public-use airports who become aware of proposed land use practice changes that may attract hazardous wildlife within 5 miles of their airports to notify their assigned Airport Certification Safety Inspector or Airports District Office Program Manager. The FAA also encourages proponents of such land use changes to notify the FAA as early in the planning process as possible. Advanced notice affords the FAA an opportunity (1) to evaluate the effect of a particular land-use change on aviation safety and (2) to support efforts by the airport sponsor to restrict the use of land next to or near the airport to uses that are compatible with the airport.
- 4.3.2 The airport operator, project proponent, or land-use operator may use FAA Form 7460-1, Notice of Proposed Construction or Alteration, or other suitable documents similar to FAA Form 7460-1 to notify the appropriate FAA Regional Airports Division Office. Project proponents can contact the appropriate FAA Regional Airports Division Office for assistance with the notification process prior to submitting Form 7460-1.
- 4.3.3 It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land-use operator or project proponent should also forward specific details of the proposed land-use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.
- 4.3.4 Airports that have Received Federal Assistance.  
Airports that have received Federal assistance are required under their grant assurances to take appropriate actions to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations. See Grant Assurance 21. The FAA recommends that airport operators oppose off-airport land-use changes or practices, to

the extent practicable, within the separations identified in Paragraphs 1.2 through 1.4, which may attract hazardous wildlife. Failure to do so may lead to noncompliance with applicable grant assurances. The FAA will not approve the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants without appropriate mitigating measures. Increasing the intensity of wildlife control efforts is not a substitute for preventing, eliminating or reducing a proposed wildlife hazard. Airport operators should identify hazardous wildlife attractants and any associated wildlife hazards during any planning process for airport development projects.

#### **4.4 Coordination to Prevent Creation of New Off-Airport Hazardous Wildlife Attractants.**

Airport operators should work with local and regional planning and zoning boards to be aware of proposed land-use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in Paragraphs 1.2 through 1.4. Pay particular attention to proposed land uses involving creation or expansion of wastewater treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas. At the very least, it is recommended that airport operators are on the notification list of the local planning board or equivalent review entity for all communities located within 5 miles of the airport, so they will receive notification of any proposed project and have the opportunity to review it for attractiveness to hazardous wildlife. This may be accomplished through one or more of the following:

##### **4.4.1 Site-specific Criteria.**

The airport should establish site-specific criteria for assessment of land uses attractive to hazardous wildlife and locations that would be of concern based on wildlife strikes and on wildlife abundance and activity at the airport and in the local area. These criteria may be more selective, but should not be less restrictive than this guidance.

##### **4.4.2 Outreach.**

Airports should actively seek to provide educational information and/ or provide input regarding local development, natural resource modification or wildlife-related concerns that affect wildlife hazards and safe air travel.

##### **4.4.2.1 External Outreach.**

Airport operators and a Qualified Airport Wildlife Biologist should consider outreach to local planning and zoning organizations on land uses of concern or to local organizations responsible for natural resource management (including wildlife, wetlands, and parks.) Airports should also consider developing and distributing position letters and educational materials on airport-specific concerns regarding wildlife hazards, wildlife activity and attraction. Finally, airports should provide formal comments on local procedures, laws, ordinances, plans, and regulatory actions such as permits related to land uses of concern.

#### 4.4.2.2 **Internal Outreach.**

Airports should consider developing and distributing position letters and educational materials on airport-specific concerns regarding species identification and mitigation procedures, wildlife hazards, wildlife activity and attraction to employees and personnel with access to the aircraft operations area.

#### 4.5 **Coordination on Existing Off-Airport Hazardous Wildlife Attractants.**

Airports are encouraged to work with landowners and managers to cooperatively develop procedures to monitor and manage hazardous wildlife attraction. If applicable, these procedures may include:

1. Conducting a wildlife hazard site visit by a wildlife biologist meeting the qualification requirements of Advisory Circular 150/5200-36, *Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports*
2. Conducting regular, standardized, wildlife monitoring surveys;<sup>4</sup>
3. Establishing threshold numbers of wildlife which would trigger certain actions and/or communications;
4. Establishment of procedures to deter or remove hazardous wildlife.

#### 4.6 **Prompt Remedial Action.**

For attractants found on and off airport property, and with landowner or manager cooperation, Part 139 certificated airports must take immediate action in accordance with their Airport Certification Manual and the requirements of Part 139.337, to alleviate wildlife hazards whenever they are detected. It is also recommended that non-certificated airports take immediate action to alleviate wildlife hazards whenever they are detected. In addition, airports should take prompt action to identify the source of attraction and cooperatively develop procedures to mitigate and monitor the attractant. **For Part 139 Certificated airports, immediate actions are required in accordance with 139.337(a).**

#### 4.7 **FAA Assistance.**

If there is a question on the implementation of any of the guidance in this section, contact the FAA Regional Airports Division for assistance.

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<sup>4</sup> Recommended survey protocols can be found in AC 150/5200-38, *Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans*, and DeVault, T.L., B.F. Blackwell, and J.L. Belant, eds. 2013. *Wildlife in Airport Environments: Preventing Animal–Aircraft Collisions through Science-Based Management*. Johns Hopkins University Press, Baltimore, MD, USA. 181 pp.

#### 4.7.1 Airport Documentation Procedures.

Airports should document on-site and off-site wildlife attractants as part of their “Wildlife Hazard Management Plan Annual Review,” “Wildlife Hazard Management Plan Review Following a Triggering Event,” and the airport’s Continual Monitoring Annual Report (as outlined in FAA Advisory Circular 150/5200-38). As a best management practice, airports may choose to keep a log to track contacts from landowners or managers, permitting agencies, or other entities concerning land uses near the airport.

**APPENDIX A. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR****A.1 General.**

This appendix provides definitions of terms used throughout this AC.

1. **Air operations area.** Any area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.
2. **Airport operator.** The operator (private or public) or sponsor of a public-use airport.
3. **Approach or departure airspace.** The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.
4. **Bird balls.** High-density plastic floating balls that can be used to cover ponds and prevent birds from using the sites.
5. **Certificate holder.** The holder of an Airport Operating Certificate issued under 14 C.F.R. Part 139.
6. **Construct a new municipal landfill.** To begin to excavate, grade land, or raise structures to prepare a municipal solid waste landfill as permitted by the appropriate regulatory or permitting agency.
7. **Detention ponds.** Storm water management ponds that hold storm water for short periods of time, a few hours to a few days.
8. **Establish a new municipal landfill.** When the first load of putrescible waste is received on-site for placement in a prepared municipal solid waste landfill.
9. **Fly ash.** The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.
10. **General aviation aircraft.** Any civil aviation aircraft operating under 14 CFR Part 91.
11. **Hazardous wildlife.** Species of wildlife (birds, mammals, reptiles), including feral and domesticated animals, not under control that may pose a direct hazard to aviation (i.e., strike risk to aircraft) or an indirect hazard such as an attractant to other wildlife that pose a strike hazard or are causing structural damage to airport facilities (e.g., burrowing, nesting, perching).
12. **Municipal Landfill.** A publicly or privately owned discrete area of land or an excavation that receives household waste and that is not a land application unit, surface impoundment, injection well, or waste pile, as those terms are defined under 40 CFR § 257.2. A municipal landfill may receive other types wastes, such as commercial solid waste, non-hazardous sludge, small-quantity generator waste, and

industrial solid waste, as defined under 40 CFR § 258.2. A municipal landfill can consist of either a stand-alone unit or several cells that receive household waste.

13. **New municipal landfill.** A municipal solid waste landfill that was established or constructed after April 5, 2001.
14. **Piston-powered aircraft.** Fixed-wing aircraft powered by piston engines.
15. **Piston-use airport.** Any airport that does not sell Jet-A fuel for fixed-wing turbine-powered aircraft, and primarily serves fixed-wing, piston-powered aircraft. Incidental use of the airport by turbine-powered, fixed-wing aircraft would not affect this designation. However, such aircraft should not be based at the airport.
16. **Public agency.** A state or political subdivision of a state, a tax-supported organization, or an Indian tribe or pueblo (49 U.S.C. § 47102(19)).
17. **Public airport.** An airport used or intended to be used for public purposes that is under the control of a public agency; and of which the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft is publicly owned (49 U.S.C. § 47102(20)).
18. **Public-use airport.** An airport used or intended to be used for public purposes where the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft may be under the control of a public agency or privately owned and used for public purposes (49 U.S.C. § 47102(21)).
19. **Putrescible waste.** Solid waste that contains organic matter capable of being decomposed by micro-organisms and of such a character and proportion as to be capable of attracting or providing food for birds (40 CFR §257.3-8).
20. **Putrescible-waste disposal operation.** Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.
21. **Retention ponds.** Storm water management ponds that hold water for more than 48 hours.
22. **Risk.** Risk is the relationship between the severity and probability of a threat. It is the product of hazard level and abundance in the critical airspace, and is thus defined as the probability of a damaging strike with a given species.
23. **Runway protection zone.** An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the airport design, aircraft, type of operation, and visibility minimum.
24. **Scheduled air carrier operation.** Any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier or commercial operator for which the air carrier, commercial operator, or their representative offers in advance the departure location, departure time, and arrival location. It does not include any operation that is conducted as a supplemental operation under 14 CFR Part 119 or as a public charter operation under 14 CFR Part 380 (14 CFR § 119.3).

25. **Sewage sludge.** Any solid, semi-solid, or liquid residue generated during the treatment of domestic sewage in a treatment works. Sewage sludge includes, but is not limited to, domestic septage; scum or solids removed in primary, secondary, or advanced wastewater treatment process; and a material derived from sewage sludge. Sewage does not include ash generated during the firing of sewage sludge in a sewage sludge incinerator or grit and screenings generated during preliminary treatment of domestic sewage in a treatment works. (40 CFR § 257.2)
26. **Sludge.** Any solid, semi-solid, or liquid waste generated from a municipal, commercial or industrial wastewater treatment plant, water supply treatment plant, or air pollution control facility or any other such waste having similar characteristics and effect. (40 CFR § 257.2).
27. **Solid waste.** Any garbage, refuse, sludge, from a waste treatment plant, water supply treatment plant or air pollution control facility and other discarded material, including, solid liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities, but does not include solid or dissolved materials in domestic sewage, or solid or dissolved material in irrigation return flows or industrial discharges which are point sources subject to permits under section 402 of the Clean Water Act, or source, special nuclear, or by product material as defined by the Atomic Energy Act of 1954.(40 CFR § 257.2).
28. **Turbine-powered aircraft.** Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.
29. **Turbine-use airport.** Any airport that sells fuel for fixed-wing turbine-powered aircraft.
30. **Wastewater treatment facility.** Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including publicly owned treatment works, as defined by Section 212 of the Clean Water Act. This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a publicly owned treatment system. (See 40 CFR § 403.3 (q), (r), & (s)).
31. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring thereof. 50 CFR § 10.12. As used in this AC, wildlife includes feral animals and domestic animals out of the control of their owners (14 CFR Part 139, Certification of Airports).
32. **Wildlife attractants.** Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the landing or departure airspace or the airport's aircraft operations area. These attractants can include architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.

33. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport.
34. **Wildlife strike.** A wildlife strike is deemed to have occurred when:
- a. A strike between wildlife and aircraft has been witnessed;
  - b. Evidence or damage from a strike has been identified on an aircraft;
  - c. Bird or other wildlife remains, whether in whole or in part, are found:
    - i. Within 250 feet of a runway centerline or within 1,000 feet of a runway end unless another reason for the animal's death is identified or suspected, unless another reason for the animal's death is identified or;
    - ii. On a taxiway or anywhere else on or off airport that there is reason to believe was the result of a strike with an aircraft.
  - d. The presence of birds or other wildlife on or off the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal).

## APPENDIX B. ADDITIONAL RESOURCES

### B.1 Regulations

- 14 CFR § 139.337, *Wildlife Hazard Management*
- 40 CFR § 258, *Criteria for Municipal Solid Waste Landfills*

### B.2 Advisory Circulars

- AC 150/5200-32, *Reporting Wildlife Aircraft Strikes*
- AC 150/5200-33, *Hazard Wildlife Attractants on or Near Airports*
- AC 150/5200-34, *Construction or Establishment of New Landfills Near Public Airports*
- AC 150/5200-36, *Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculum for Airport Personnel Involved in Controlling Wildlife Hazards on Airports*
- AC 150/5200-38, *Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans*
- AC 150/5220-25, *Airport Avian Radar Systems*
- AC 150/5210-24, *Airport Foreign Object Debris (FOD) Management*

### B.3 Certification Alerts

- Certalert No. 97-09, *Wildlife Hazard Management Plan Outline* (11/17/1997)
- Certalert No. 98-05, *Grasses Attractive To Hazardous Wildlife* (9/21/1998)
- Certalert No. 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* (11/21/2006)
- Certalert No. 13-01, *Federal and State Depredation Permit Assistance* (1/30/2013)
- Certalert No.14-01, *Seasonal Mitigation of Hazardous Species at Airports: Attention to Snowy Owls* (2/26/2014)
- Certalert No. 16-03, *Recommended Wildlife Exclusion Fencing* (8/2016)

**B.4 Airport Cooperative Research Program Reports**

These, and other wildlife / aviation reports, are available from the Transportation Research Board of the National Academies (TRB) at <http://www.trb.org/Publications/Publications.aspx>.

- ACRP Research Report 198: Wetland Mitigation, Volume 2, A Guidebook for Airports (2019)
- ACRP Synthesis 92: Airport Waste Management and Recycling Practices (2018)
- ACRP Research Report 174: Guidebook and Primer (2018)
- ACRP Report 122: Innovative Airport Responses to Threatened / Endangered Species (2015)
- ACRP Report 125: Balancing Airport Stormwater and Bird Hazard Management (2015)
- ACRP Report 145: Applying an SMS Approach to Wildlife Hazard Management (2015)
- ACRP Synthesis 39 Report: Airport Wildlife Population Management (2013)
- ACRP Synthesis 52 Report: Habitat Management to Deter Wildlife at Airports (2014)
- ACRP Synthesis 23 Report: Bird Harassment, Repellent, and Deterrent Techniques for Use on and Near Airports (2011)
- ACRP Report 32: Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports (2010)

**B.5 Manuals**

- Wildlife Hazard Management at Airports - A Manual for Airport Personnel (2005)

**B.6 Orders**

- 50 CFR § 21.49, Control Order for Resident Canada Geese at Airports and Military Airfields
- 50 CFR § 21.50, Depredation Order for Resident Canada Geese Nests and Eggs
- 50 CFR § 21.43, Depredation Order for Blackbirds, Cowbirds, Crows, Grackles, and Magpies
- 50 CFR § 21.54, Control Order for Muscovy Ducks in the United States
- 50 CFR § 21.55, Control Order for Invasive Migratory Birds in Hawaii

## Advisory Circular Feedback

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by (1) mailing this form to Manager, Airport Safety and Operations Division, Federal Aviation Administration ATTN: AAS-300, 800 Independence Avenue SW, Washington DC 20591 or (2) faxing it to the attention of AAS-300 at (202) 267-5257.

*Subject:* AC 150/5200-33C

*Date:* \_\_\_\_\_

*Please check all appropriate line items:*

An error (procedural or typographical) has been noted in paragraph \_\_\_\_\_ on page \_\_\_\_\_.

Recommend paragraph \_\_\_\_\_ on page \_\_\_\_\_ be changed as follows:

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In a future change to this AC, please cover the following subject:  
*(Briefly describe what you want added.)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I would like to discuss the above. Please contact me at (phone number, email address).

Submitted by: \_\_\_\_\_

Date: \_\_\_\_\_

[Docket FAA-2000-7479, 69 FR 6424, Feb. 10, 2004, as amended by Amdt. 139-27, 78 FR 3316, Jan. 16, 2013]

### § 139.331 Obstructions.

In a manner authorized by the Administrator, each certificate holder must ensure that each object in each area within its authority that has been determined by the FAA to be an obstruction is removed, marked, or lighted, unless determined to be unnecessary by an FAA aeronautical study. FAA Advisory Circulars contain methods and procedures for the lighting of obstructions that are acceptable to the Administrator.

### § 139.333 Protection of NAVAIDS.

In a manner authorized by the Administrator, each certificate holder must—

- (a) Prevent the construction of facilities on its airport that, as determined by the Administrator, would derogate the operation of an electronic or visual NAVAID and air traffic control facilities on the airport;
- (b) Protect—or if the owner is other than the certificate holder, assist in protecting—all NAVAIDS on its airport against vandalism and theft; and
- (c) Prevent, insofar as it is within the airport's authority, interruption of visual and electronic signals of NAVAIDS.

### § 139.335 Public protection.

- (a) In a manner authorized by the Administrator, each certificate holder must provide—
  - (1) Safeguards to prevent inadvertent entry to the movement area by unauthorized persons or vehicles; and
  - (2) Reasonable protection of persons and property from aircraft blast.
- (b) Fencing that meets the requirements of applicable FAA and Transportation Security Administration security regulations in areas subject to these regulations is acceptable for meeting the requirements of paragraph (a)(1) of this section.

### § 139.337 Wildlife hazard management.

- (a) In accordance with its Airport Certification Manual and the requirements of this section, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.
- (b) In a manner authorized by the Administrator, each certificate holder must ensure that a wildlife hazard assessment is conducted when any of the following events occurs on or near the airport:
  - (1) An air carrier aircraft experiences multiple wildlife strikes;
  - (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;
  - (3) An air carrier aircraft experiences an engine ingestion of wildlife; or
  - (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraphs (b)(1), (b)(2), or (b)(3) of this section is observed to have access to any airport flight pattern or aircraft movement area.

- (c) The wildlife hazard assessment required in paragraph (b) of this section must be conducted by a wildlife damage management biologist who has professional training and/or experience in wildlife hazard management at airports or an individual working under direct supervision of such an individual. The wildlife hazard assessment must contain at least the following:
  - (1) An analysis of the events or circumstances that prompted the assessment.
  - (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
  - (3) Identification and location of features on and near the airport that attract wildlife.
  - (4) A description of wildlife hazards to air carrier operations.
  - (5) Recommended actions for reducing identified wildlife hazards to air carrier operations.
- (d) The wildlife hazard assessment required under paragraph (b) of this section must be submitted to the Administrator for approval and determination of the need for a wildlife hazard management plan. In reaching this determination, the Administrator will consider—
  - (1) The wildlife hazard assessment;
  - (2) Actions recommended in the wildlife hazard assessment to reduce wildlife hazards;
  - (3) The aeronautical activity at the airport, including the frequency and size of air carrier aircraft;
  - (4) The views of the certificate holder;
  - (5) The views of the airport users; and
  - (6) Any other known factors relating to the wildlife hazard of which the Administrator is aware.
- (e) When the Administrator determines that a wildlife hazard management plan is needed, the certificate holder must formulate and implement a plan using the wildlife hazard assessment as a basis. The plan must—
  - (1) Provide measures to alleviate or eliminate wildlife hazards to air carrier operations;
  - (2) Be submitted to, and approved by, the Administrator prior to implementation; and
  - (3) As authorized by the Administrator, become a part of the Airport Certification Manual.
- (f) The plan must include at least the following:
  - (1) A list of the individuals having authority and responsibility for implementing each aspect of the plan.
  - (2) A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:
    - (i) Wildlife population management;
    - (ii) Habitat modification; and
    - (iii) Land use changes.
  - (3) Requirements for and, where applicable, copies of local, State, and Federal wildlife control permits.
  - (4) Identification of resources that the certificate holder will provide to implement the plan.
  - (5) Procedures to be followed during air carrier operations that at a minimum includes—

- (i) Designation of personnel responsible for implementing the procedures;
  - (ii) Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
  - (iii) Wildlife hazard control measures; and
  - (iv) Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
- (6) Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this section, including:
- (i) The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and
  - (ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.
- (7) A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.
- (g) FAA Advisory Circulars contain methods and procedures for wildlife hazard management at airports that are acceptable to the Administrator.

### § 139.339 Airport condition reporting.

In a manner authorized by the Administrator, each certificate holder must—

- (a) Provide for the collection and dissemination of airport condition information to air carriers.
- (b) In complying with paragraph (a) of this section, use the NOTAM system, as appropriate, and other systems and procedures authorized by the Administrator.
- (c) In complying with paragraph (a) of this section, provide information on the following airport conditions that may affect the safe operations of air carriers:
  - (1) Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.
  - (2) Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.
  - (3) Snow, ice, slush, or water on the movement area or loading ramps and parking areas.
  - (4) Snow piled or drifted on or near movement areas contrary to § 139.313.
  - (5) Objects on the movement area or safety areas contrary to § 139.309.
  - (6) Malfunction of any lighting system, holding position signs, or ILS critical area signs required by § 139.311.
  - (7) Unresolved wildlife hazards as identified in accordance with § 139.337.
  - (8) Nonavailability of any rescue and firefighting capability required in §§ 139.317 or 139.319.



Department of Planning & Community & Economic Development  
**Building Inspection Division**

Website: [www.ci.madison.wi.us](http://www.ci.madison.wi.us)

126 S Hamilton St  
P.O. Box 2984  
Madison, Wisconsin 53701-2984  
FAX 608 266 6377  
PH 608 266 4551

March 24, 2017

MICHAEL KIRCHNER  
DANE COUNTY REGIONAL AIRPORT  
4000 INTERNATIONAL LN  
MADISON WI 53704

RECEIVED

MAR 27 2017

DANE COUNTY  
REGIONAL AIRPORT

RE: 4000 International Ln

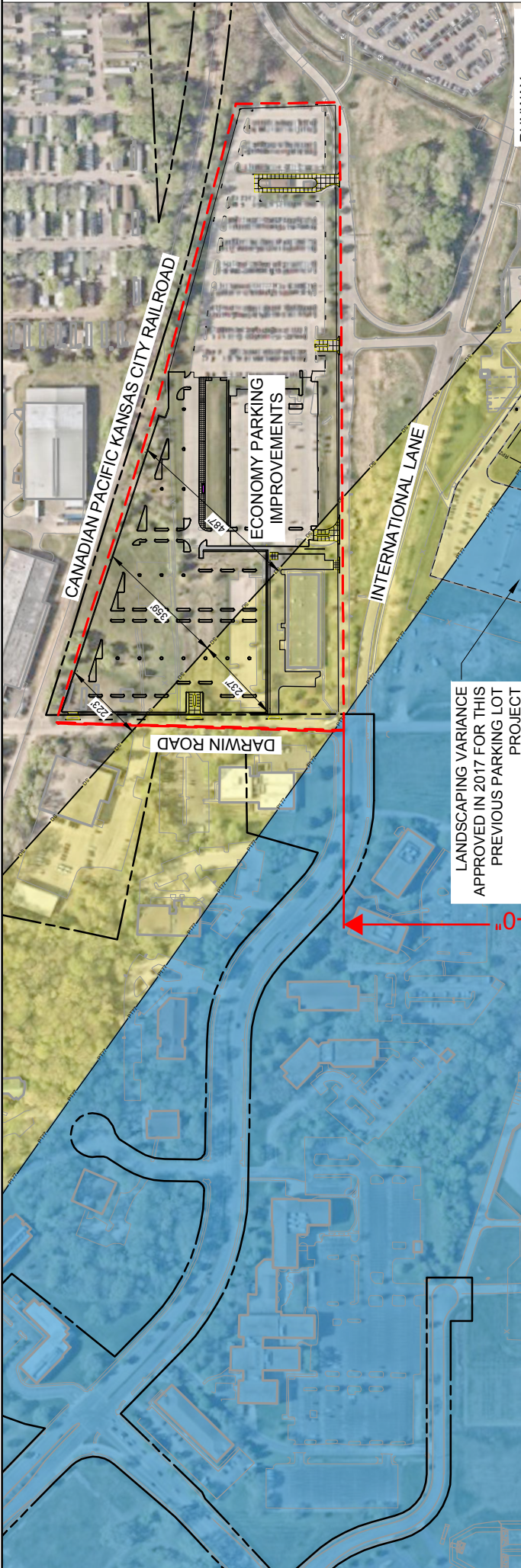
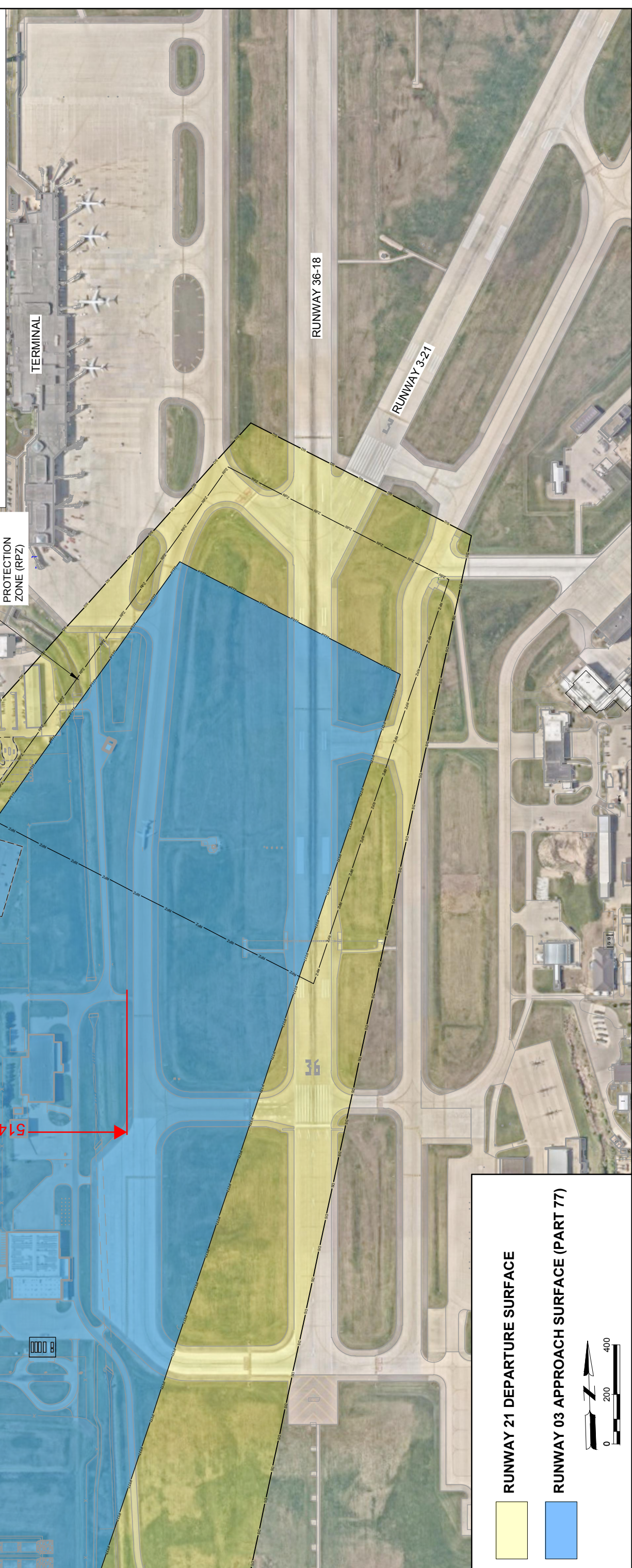
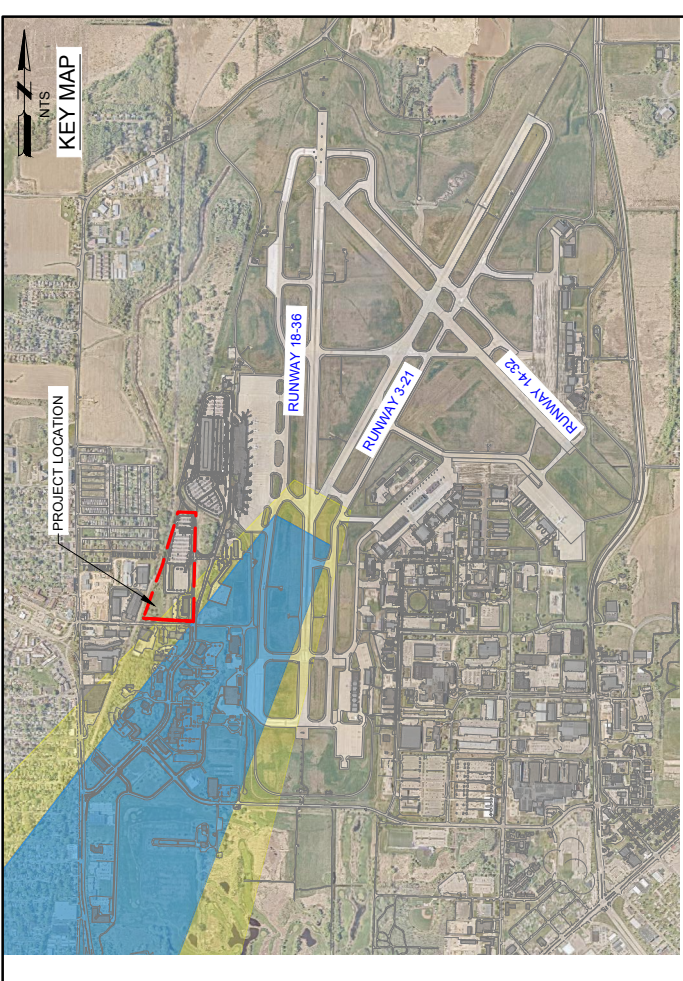
Dear Mr Kirchner:

The Zoning Board of Appeals, at its meeting of March 23, 2017, approved your request for a variance for exemption from the parking lot landscaping zoning code requirements from MGO Section 28.142 at the property located at the above address. Final Site Plan Review is required. Please retain a copy of this letter to submit to the Zoning and Building permit counters when obtaining your permit.

If you have any questions, please feel free to contact me at 266-4569.

Sincerely,

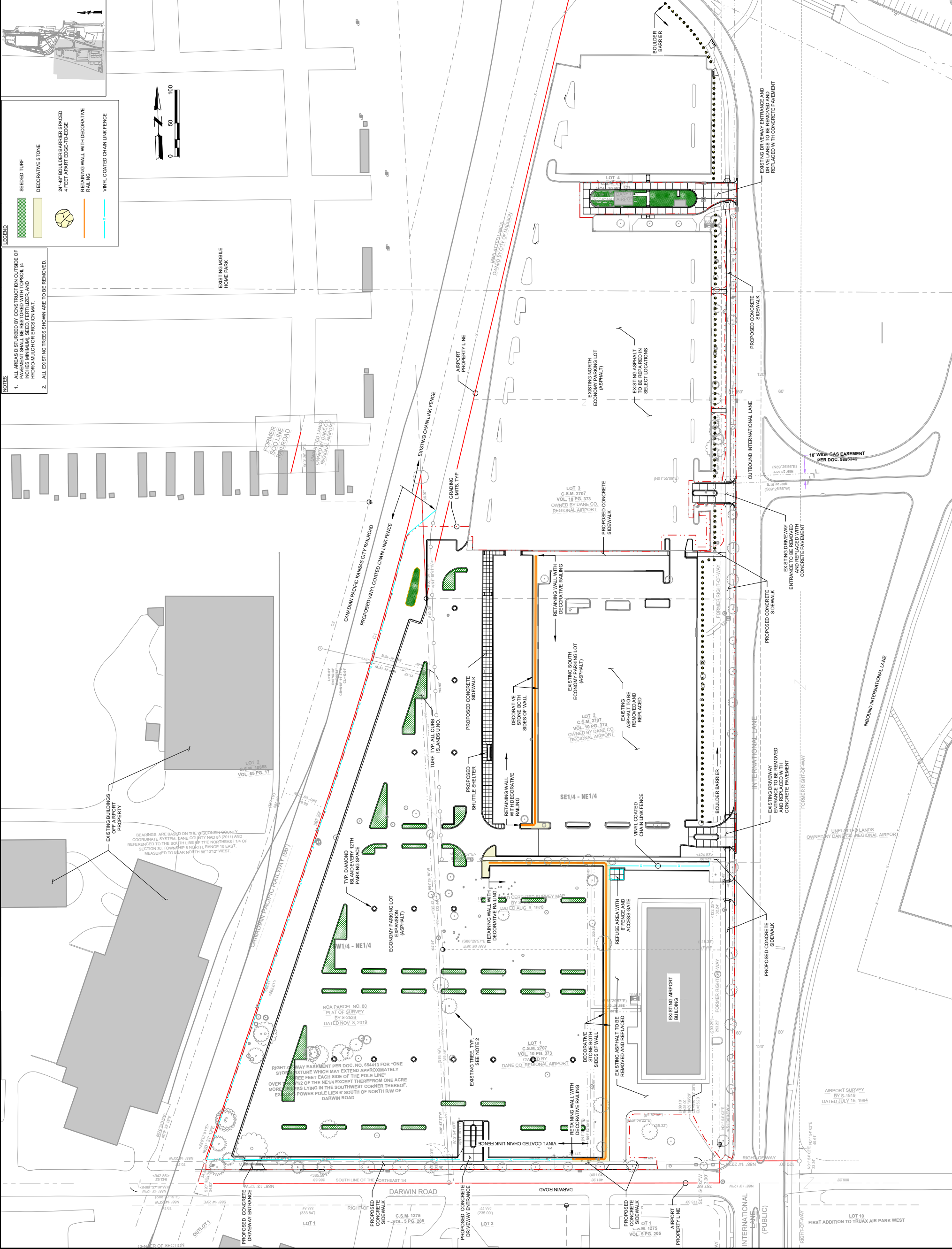
Matt Tucker  
Zoning Administrator



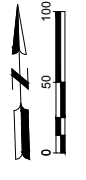
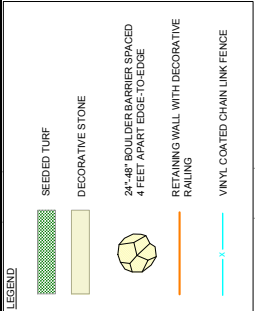
**RUNWAY 21 DEPARTURE SURFACE**

**RUNWAY 03 APPROACH SURFACE (PART 77)**

0 200 400



- NOTES**
- ALL AREAS DISTURBED BY CONSTRUCTION OUTSIDE OF THE PERMITTED AREA SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION WITH TOPSOIL (4 INCHES MINIMUM), SEED, FERTILIZER, AND HYDRO-MULCH OR EROSION MAT.
  - ALL EXISTING TREES SHOWN ARE TO BE REMOVED.



BEARINGS ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, DANE COUNTY MAD 83 (2011) AND REFERENCED TO THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 30, TOWNSHIP 8 NORTH, RANGE 10 EAST. MEASURED TO BEAR NORTH 65°13'12" WEST.

EXISTING BUILDINGS ARE SHOWN AS PROPERTY

FORMER MOBILE HOME PARK

FORMER SOUTH ECONOMY PARKING LOT

FORMER NORTH ECONOMY PARKING LOT

EXISTING AIRPORT BUILDING

EXISTING ASPHALT TO BE REPAIRED IN SELECT LOCATIONS

EXISTING DRIVEWAY ENTRANCE AND REPLACED WITH CONCRETE PAVEMENT

EXISTING DRIVEWAY ENTRANCE AND REPLACED WITH CONCRETE PAVEMENT

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