

Protecting the Flying Public and Minimizing Economic Losses within the Aviation Industry

Assistance provided by USDA-APHIS-Wildlife Services to reduce Wildlife Hazards to Aviation
Fiscal Year 2017



Wildlife biologists and technicians with the USDA-APHIS-Wildlife Services Program provided 300 staff years of assistance at a record 890 civil airports and military airbases in FY 2017 to reduce wildlife hazards to aviation. Activities included a broad range of technical assistance (e.g., training of airport personnel, monitoring wildlife populations) and direct management activities (e.g., wildlife dispersal, habitat modification).

Compiled by

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1. Why are aircraft collisions with wildlife a concern at airports?

Aircraft collisions with birds and other wildlife (wildlife strikes) are an increasingly serious economic and safety problem (Marra et al. 2009). Dolbeer et al. (2016) estimated wildlife strikes (98% involving birds) cost the civil aviation industry in the USA a minimum of \$229 million in 2015. Allan and Orosz (2001) estimated that bird strikes annually cost commercial air carriers over \$1.2 billion worldwide, 1999-2000. Globally, bird and other wildlife strikes killed more than 282 people and destroyed over 262 aircraft from 1988 – 2017 (Richardson and West 2000; Thorpe 2012; R. A. Dolbeer and P. Shaw, unpublished data at <http://www.avisure.com/about-us/fatalities-and-destroyed-aircraft-due-to-wildlife-strikes-1912-to-present/>).

Efforts to reduce wildlife strikes need to focus on the airport environment because 72% of all reported bird strikes with civil aircraft in USA occur at less than 500 feet above ground level (AGL; Dolbeer 2006, Dolbeer et al. 2016). Of the 58 large (maximum take-off weight >5,700 kg) turbine-powered aircraft (47 civil, 11 military) confirmed to have been destroyed because of bird or other wildlife strikes since 1960 worldwide, 55 (94%) of the strikes occurred during take-off or landing phases of flight at ≤ 500 feet AGL (Dolbeer 2008; Dolbeer, unpublished data).

2. Why is the wildlife-strike problem increasing?

Wildlife strikes have increased in the past 40 years because of a combination of expanding populations of many wildlife species that are hazardous to aviation and increasing numbers of turbofan-powered aircraft (Dolbeer et al. 2016). For example, Dolbeer and Begier (2013) examined the estimated population trends and numbers for the 21 species of birds in North America with mean body masses ≥ 4 lbs and at least 10 strikes with civil aircraft from 1990-2012. Of these 21 species, 17 (e.g., Canada and snow geese, white and brown pelicans, turkey and black vultures, sandhill cranes, wild turkeys, bald eagles, great blue herons, and double-crested cormorants) had shown population increases from 1990-2012 with a net gain of 17 million birds. Previous research had documented that 13 of the 14 bird species in North America with mean body masses ≥ 8 lbs showed significant population increases from 1970 to the early

1990s (Dolbeer and Eschenfelder 2003). The white-tailed deer population increased from about 15 million in 1984 to over 28 million by 2010 (McCabe and McCabe 1997, VerCauteren et al. 2011). Furthermore, most of these species have adapted to living in urban environments, including airports (e.g., Smith et al. 1999).

In addition, birds are less able to detect and avoid the quieter turbofan-powered aircraft in use today compared to older, noisier aircraft (Burger 1983, Kelly et al. 2001). Commercial aircraft movements in the USA increased from about 18 million in 1980 to 29 million in 2000 and have subsequently declined to about 25 million in 2017 (FAA 2017a). General aviation aircraft movements in the USA declined from about 90 million in 1980 to 69 million in 2017. Passenger enplanements in the USA increased from about 495 million in 1990 to 705 million in 2000 and 857 million in 2017.

3. Can airport authorities and managers be held liable for wildlife strikes?

Based on a summary of cases by MacKinnon et al. (2001), Dolbeer (2005), and Dale (2009) and legal reviews by Michael (1986), Wilkinson (1998), Matijaca (2001, 2005), and Rillstone and Dineen (2013), it is apparent that airport operators must exercise “due diligence” in managing wildlife hazards to avoid potentially serious liability issues. In the USA, the exercise of “due diligence” to manage wildlife hazards initially involves a Wildlife Hazard Assessment (WHA) at the airport. Based on the WHA, a Wildlife Hazard Management Plan (WHMP) may be needed for airports that are certificated by the Federal Aviation Administration (FAA) for passenger service under U.S. Code of Federal Regulations (14 CFR Part 139.337, hereafter referred to as Part 139-certificated airports). As of November 2017, there were 530 Part 139-certificated airports in the USA (FAA 2017b). Airports that are not Part 139-certificated but that accept federal grant-in-aid funding may also be required to conduct WHAs and develop WHMPs (FAA Advisory Circular 150/5200-33b; FAA 2017c).

4. How does an airport manage wildlife hazards?

Managing bird and other wildlife hazards at airports is a complex, public-sensitive endeavor involving many species of wildlife governed by the international Migratory Bird Treaty Act and various federal, state and local regulations. For example, 529 species of birds, 43 species of terrestrial mammals, 22 species of bats, and 18 species of reptiles were identified in wildlife strikes with civil aircraft in the USA, 1990-2015 (Dolbeer et al. 2016). Because of the complexity and sensitivity involved in managing wildlife hazards, airports are required to employ professional biologists trained in wildlife hazard management at airports to assess hazards, provide training, and to assist in the development, implementation, and evaluation of WHMPs (14 CFR Part 139.337 and FAA Advisory Circular 150/5200-36b [FAA 2017c]). Such professionally developed and implemented management plans minimize the likelihood of catastrophic or substantial-damage wildlife strikes on an airport and provide crucial support during litigation in the aftermath of any significant strike event that might occur. Cleary and Dolbeer (2005) provide detailed information on the development and implementation of these management plans as well as on FAA regulations and guidelines regarding wildlife hazards to aviation. DeVault et al. (2013) discuss the scientific foundations of wildlife management in airport environments.

5. What role does USDA-APHIS-Wildlife Services (WS) play in managing wildlife hazards at airports?

The USDA-APHIS-WS program provides federal leadership for resolving conflicts between wildlife and people. The WS program, with professional biologists available for consultation and other services in all 50 States and U.S. Territories and for U.S. military installations worldwide, is internationally recognized for research and management programs to resolve conflicts between wildlife and humans. USDA-APHIS-WS's National Wildlife Research Center, headquartered in Colorado with field stations in 7 other states, provides a scientific foundation for management programs.

The FAA, which has 1 staff wildlife biologist to deal with wildlife hazards to aviation nationwide, has historically partnered with the WS program to provide professional assistance to airports. The FAA has a Memorandum-of-Understanding (MOU) with WS (signed in 1978 and updated in 1989 and 2005) stating that “FAA or the certificated airport may request technical support from WS to lessen wildlife hazards” (Cleary and Dolbeer 2005). In addition, the Department of Defense (DoD) has a similar MOU with WS (signed in 1990) for assistance with wildlife damage issues at DoD facilities (Cleary and Dolbeer 2005). Finally, the National Association of State Aviation Officials (NASAO) and WS have a MOU (signed in 2006 and updated and expanded in 2013 to include the FAA) which states that the three organizations have a mutual goal “to provide technical and operational assistance and necessary training to the aviation community in order to ultimately reduce the risk of wildlife hazards and ensure safer operations at airports.” Many wildlife hazard management programs at airports have been developed, implemented or overseen by WS biologists. USDA-APHIS-WS receives no appropriated federal funding to deal with wildlife hazards at airports but is authorized by the U.S. Congress to enter into cooperative service agreements with airport authorities and other entities to provide services on a cost-reimbursable basis.

5a. Managing wildlife hazards at airports and air bases is a specialized, public-sensitive activity: are WS biologists qualified and trained to work in this environment?

In 1996, WS developed a 3-day Airport Training Course for WS biologists to ensure that employees conducting work at airports understood the airport environment and the regulations, policies, and agency roles for both civil and military aviation. As of December 2017, over 550 WS biologists have successfully passed this FAA-approved course (FAA Advisory Circular 150/5200-36b [FAA 2017c]) of which about 440 are current employees. Additionally, because WS biologists address wildlife damage management issues throughout the USA and abroad (see section 5b below), WS possesses a network of experienced employees to exchange information regarding wildlife damage management techniques, especially those best suited for issues arising at airports. Also, WS biologists working at airports and military airbases are scientifically supported by USDA-APHIS-WS's National Wildlife Research Center (see DeVault et al. 2013 and Section 5e below).

5b. At how many airports did WS biologists provide assistance in reducing wildlife hazards in 2017?

The number of civil and military airports requesting assistance from WS has steadily grown over the past 28 years in concert with the increased awareness of the risk that wildlife poses to aviation safety. WS assistance grew from primarily short-term consultative work (e.g., 1-day

site visits) at 42 airports in 1990^a to a record 300 staff-years of assistance at 890 airports in 2017 (765 civil and 125 military) in 50 states, 3 U.S. territories, and 7 foreign countries (Table 1, Figures 1, 2). WS provided full-time (≥ 1 staff year) of assistance at 139 airports in 2017 (Table 2). In 2017, assistance was provided at 410 (77%) of the 530 Part 139- certificated airports in the USA (Table 3). The 410 certificated civil airports where WS provided assistance served 750 million commercial passengers and recorded 19.7 million and 13.1 million commercial and general aviation (GA) aircraft movements, respectively, in 2017 (Table 4). The 354 non-certificated civil airports in USA where WS provided assistance recorded 0.7 million and 11.8 million commercial and GA aircraft movements, respectively.

5c. What types of assistance were provided by WS biologists at airports to reduce wildlife hazards in 2017?

WS biologists provided a wide range of technical and direct management assistance at airports (Tables 5, 6; Figure 3). Consultations with airport authorities regarding wildlife issues was the most common technical service provided (852 airports) followed by training of airport personnel in wildlife identification and control methods (406 airports involving 5,097 personnel). Other technical assistance provided included development and revisions of Wildlife Hazard Management Plans, Wildlife Hazard Assessments, and Environmental Assessments (189, 128, and 77 airports, respectively).

Direct management assistance included lethal removal of hazardous wildlife (382 airports), non-lethal dispersal of hazardous wildlife (333 airports), modification of habitats to discourage wildlife (255 airports), and capture and translocation of wildlife away from the airport (149 airports, Table 5). Lethal control of protected species was done under state and federal permits as a last option after solely non-lethal options had been determined to be ineffective or impractical.

In addition to work done on airport property, WS biologists provided technical and direct management assistance regarding off-airport wildlife attractants at 214 airports (Table 5).

5d. At how many airports did technical or direct management assistance by WS biologists result in a reduction, suppression, or prevention of hazards caused by wildlife in 2017?

WS biologists estimated that technical or direct management assistance resulted in a reduction, suppression, or prevention of wildlife hazards at 635 (71%) of the 890 airports where some type of assistance was provided (Table 7, Figure 4). This total included 297 (72%) of the 410 Part 139-certificated civil airports assisted. These estimates of successful intervention are conservative. WS biologists indicated that there was insufficient time since management actions had been implemented or insufficient information from airport personnel to assess whether or not hazards had been reduced, suppressed, or prevented on at least 50 airports. Wenning et al. (2004), Dolbeer et al. (2007, 2014b), and Dolbeer and Franklin (2013) provided summaries of specific accomplishments by WS biologists at airports and airbases nationwide in reducing wildlife hazards since 1990. Recent analyses have documented an overall national decline in damaging wildlife strikes in the airport environment at Part 139-certificated airports during the past decade (Dolbeer 2011; Dolbeer et al. 2014, 2016). The work by WS personnel, as documented in this report, has likely been a major factor in the decline in these damaging wildlife strikes.

^a Years refer to Federal Fiscal Years (e.g., 1990 = 1 Oct 1989-30 Sep 1990).

5e. Besides technical and direct management assistance at airports, what other roles does WS play in mitigating wildlife hazards to aviation?

WS biologists working at airports and airbases are supported by USDA-APHIS-WS's National Wildlife Research Center (NWRC). NWRC has a field station (located at NASA's Glenn Research Center, Plum Brook Station near Sandusky, Ohio) devoted to applied research in methods to mitigate wildlife hazards to aviation. Numerous research collaborations involving NWRC have occurred or are ongoing at civil and military airports through interagency and cooperative agreements with other government agencies, airports, universities, and private companies (Table 11). In addition, WS, through an interagency agreement with the FAA, manages the National Wildlife Strike Database which contains over 180,000 reports of wildlife strikes with civil aircraft in USA, 1990-2017. The National Wildlife Strike Database provides the scientific foundation for research and management activities and for the development of national policies and regulations related to mitigating the risk of wildlife strikes to aircraft (e.g., Cleary and Dolbeer 2005; Dolbeer and Wright 2009; DeVault et al. 2011; Dolbeer et al. 2014, 2016; FAA 2017c).

6. Conclusions

Because of expanding populations of many wildlife species that are hazardous to aviation and the adaptation of these species to urban environments, mitigation efforts to minimize the risk of wildlife strikes are increasingly important at both civil and military airports worldwide. In response, USDA-APHIS-WS has developed a national network of professional wildlife biologists who are highly qualified and specifically trained to deal with these unique, complex and public-sensitive challenges. As documented in this report, WS provides substantial assistance and effective, science-based mitigation for a variety of wildlife hazard issues at airports. However, a major challenge facing WS is that no Congressional funding is available to provide a foundation for wildlife hazard mitigation work. Thus, assistance provided by WS is often limited by the availability of funds by cooperators on an annual basis. In many situations, WS is unable to address significant wildlife hazard issues requested and desired by cooperators because no funding or insufficient funding is available to do the necessary work.

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Table 1. Staff-years expended and number of civil airports (Part 139 and General Aviation)^a and military airbases served by USDA-APHIS-Wildlife Services (WS) biologists in provision of technical and direct management assistance to reduce wildlife hazards to aviation, FY 2017.

State/ Terr.	WS staff years	Number of airports assisted				State/ Terr.	WS staff years	Number of airports assisted			
		Civil (P139)	Civil (GA)	Mili- tary	Total			Civil (P139)	Civil (GA)	Mili- tary	Total
AK	19.50	20	11	5	36	ND	2.08	8	2	2	12
AL	4.72	4	8	5	17	NE	4.01	9		1	10
AR	1.01	6	7	1	14	NH	4.02	2	7		9
AZ	3.47	4	1	6	11	NJ	6.73	4	7	1	12
CA	18.69	16	5	11	32	NM	2.78	3	4	1	8
CO	10.69	13	10	1	24	NV	3.60	1		3	4
CT	1.10	4	2		6	NY	18.71	8	2		10
DE	1.52	1	2	1	4	OH	5.09	12	15	1	28
FL	18.51	21	9	19	49	OK	8.37	3	10	4	17
GA	1.96	4	2	2	8	OR	0.57	7			7
GU	1.51	4		2	6	PA	7.16	16	11	1	28
HI	34.27	8	7	3	18	PR	0.86	3			3
IA	2.60	7	3		10	RI	0.28	1	5		6
ID	0.34	3			3	SC	6.14	7	7	4	18
IL	9.54	17	24		41	SD	0.01	6	4	1	11
IN	2.87	10	16	1	27	TN	3.22	6	3		9
KS	3.22	9	7	2	18	TX	8.43	18	16	7	41
KY	1.82	6	2	1	9	USVI	1.00	2			2
LA	2.34	9	4	2	15	UT	3.60	5	5	1	11
MA	2.57	6	6	1	13	VA	14.04	9	8	6	23
MD	7.30	3	3	2	8	VT	2.53	2	6		8
ME	0.90	4	7		11	WA	7.63	11	12	2	25
MI	2.73	20	25	2	47	WI	2.26	8	22	1	31
MN	2.78	8	28	1	37	WV	0.67	6	1		7
MO	7.16	10	3	1	14	WY	0.18	6			6
MS	2.86	8		2	10	Civ-Fgn	0.12		1		1
MT	1.20	9	1		10	Mil-Fgn ^b	5.13			13	13
NC	13.37	13	14	5	36	Total^c	299.76	410	355	125	890

^a Part 139 airports are certificated for passenger service (see footnote in Table 3). Military total includes 1 U.S. Air Force Base (Dover) certificated under Part 139; 123 civil airports were joint-use with military, including 39 with Air National Guard units.

^b U.S. military airbases at foreign locations.

^c See Figures 1 and 2 for trends in numbers of airports served and staff-years of assistance, 1990 - 2017.

Table 2. Distribution of staff years expended at 890 civil and military airports where USDA-APHIS-Wildlife Services (WS) biologists provided technical and direct management assistance to reduce wildlife hazards to aviation, FY 2017.

Type of airport	WS staff years expended by number of airports ^a					Total airports
	≤ 0.10	0.11 to 0.25	0.26 to 0.50	0.51 to 0.99	1.00 to 5.50	
Civil ^b	578	49	46	19	73	765
Military	44	2	10	3	66	125
Total	622	51	56	22	139	890

^a In FY 2017, 300 staff years of assistance was provided at the 890 civil and military airports (Table 1).

^b Includes 123 airports with a military “joint-use” presence.

Table 3. Number of civil airports (Part 139-certificated and General Aviation) and military airbases requesting assistance from USDA-APHIS-Wildlife Services for wildlife hazard issues, FY 2017.

Airport status (14 CFR Part 139)	Number (%) of airports requesting assistance
Civil: Part 139-certificated ^{a, b}	410 (46)
Civil: General Aviation	354 (40)
Military	125 (14)
Civil-Foreign	1 (<1)
Total	890 (100)

^a The U.S. Code of Federal Regulations (14 CFR Part 139) requires the Federal Aviation Administration (FAA) to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 9 seats or that the FAA Administrator requires to have a certificate. Part 139-certificated airports experiencing hazardous wildlife conditions as defined in Part 139.337 must conduct formal Wildlife Hazard Assessments and develop Wildlife Hazard Management Plans as part of the certification standards. In December 2017, there were 530 Part 139-certificated airports in the USA (FAA 2017b).

^b One of the 125 military airbases held a Part 139 certificate.

Table 4. Number of passenger enplanements and aircraft movements in 2017 (FAA 2017a) at 410 Part 139-certificated civil airports and 354 non-certificated (General Aviation) civil airports in USA requesting assistance from USDA-APHIS-Wildlife Services for wildlife hazard issues, FY 2017.

Airport status (14 CFR Part 139)	Number of passenger enplanements	Aircraft movements (departures and arrivals)			
		Com- mercial ^a	General aviation ^b	Military ^c	Total
Part-139- certificated (410)	749,587,664	19,694,286	13,128,575	2,077,066	34,899,927
Non- certificated (354)	326,860	659,911	11,796,565	874,607	13,331,083
Total^d	749,914,524	20,354,197	24,925,140	2,951,673	48,231,010

^a Air carrier, air taxi and commuter aircraft.

^b Includes itinerate (take off and land at different airport) and local (take off and land at same airport) movements.

^c Totals exclude over 2 million military and civil aircraft movements at 125 military airbases.

^d Totals exclude 31 million passenger enplanements and 320,000 aircraft movements at 1 foreign civil airport.

Table 5. Types of technical and operational (direct management) assistance provided by USDA-APHIS-Wildlife Services biologists to reduce wildlife hazards at airports, FY 2017.

Category of assistance	Type of assistance to reduce wildlife hazards	Number of airports	% of total airports assisted (N = 890)
Technical	Consultation regarding wildlife issues	852	96
	Training of airport personnel	406 ^a	46
	Wildlife Hazard Management Plan	189	21
	Wildlife Hazard Assessment	128 ^b	14
	Environmental Assessment	77	9
Total airports with Technical Assistance		864	97
Direct management	Lethal control of hazardous wildlife	382	43
	Non-lethal dispersal of hazardous wildlife	333	37
	Habitat modification	255	29
	Live-trap/ translocate wildlife from airport	149	17
Total airports with Direct Management Assistance		421	47
Off-airport ^c	Total airports with off-airport Technical or Direct Management Assistance	214	24

^a Number of airports where training took place; personnel from additional airports attended some of these training courses (See Table 6).

^b This includes some airports where Wildlife Hazard Assessments (WHA) have been completed but monitoring of wildlife is being done continuously under a WHA protocol to maintain the WHA in a current state.

^c FAA Advisory Circular 150/5200-33b “Hazardous wildlife attractants on or near airports” provides guidance on land uses that have the potential to attract hazardous wildlife within 10,000 feet of runways and within the flight paths of arriving and departing aircraft within 5 miles of runways (FAA 2017c).

Table 6. Number of airports where technical training was provided in the identification and management of wildlife hazards to aviation and total airport personnel trained by USDA-APHIS-Wildlife Services biologists, FY 2017.

State	Number of airports	Number of persons trained	State	Number of airports	Number of persons trained
AK	28	219	ND	11	59
AL	3	41	NE	10	51
AR	4	4	NH	2	35
AZ	3	46	NJ	1	15
CA	21	365	NM		
CO	17	289	NV	3	125
CT	3	24	NY	4	82
DE			OH	14	74
FL	3	35	OK	2	31
GA	3	43	OR	6	46
GU	5	147	PA	10	279
HI	14	145	PR	3	18
IA	9	60	RI		
ID	3	67	SC	2	42
IL	24	170	SD	1	1
IN	8	81	TN	9	56
KS	9	74	TX	14	231
KY	3	207	USVI	2	18
LA	3	80	UT	11	47
MA	6	64	VA	8	153
MD	2	28	VT	2	16
ME	6	43	WA	15	694
MI	18	90	WI	7	73
MN	7	55	WV	6	65
MO	11	133	WY	5	36
MS	8	61	Civ-Fgn		
MT	10	84	Mil-Fgn ^a	10	75
NC	17	120	Total	406^b	5,097^c

^a U.S. military airbases at foreign locations.

^b Personnel from several airports sometimes attended training courses provided by WS at an airport; thus, total airports from which personnel received training is greater than indicated.

^c See Figure 3 for trends in number of airports where training was conducted and number of airport personnel trained, 2002 - 2017.

Table 7. Number of Part 139-certificated airports, non-certificated airports, and military airbases at which technical or direct management assistance by USDA-APHIS-Wildlife Services (WS) biologists resulted in an estimated reduction, suppression, or prevention of hazardous conditions caused by wildlife, FY 2017.

	Number of airports (% of total airports assisted)			
	Part 139-certificated civil airports (n = 410 ^a)	Non-certificated civil airports (n = 355 ^b)	Military airbases (n = 125)	All airports (n = 890)
Reduction of hazards from target wildlife species ^c	248 (60)	214 (60)	108 (86)	570 (64)
Suppression of hazards from target wildlife species ^d	280 (68)	184 (52)	104 (83)	568 (64)
Prevention of hazards from target wildlife species ^e	225 (55)	141 (40)	96 (77)	462 (52)
Reduction, suppression, or prevention of hazards from target wildlife	297 (72)	229 (65)	109 (87)	635 (71) ^{f, g}

^a In addition, 1 of the 125 military airbases held a Part 139 certificate.

^b Comprised of 354 General Aviation airports in USA and 1 foreign civil airports.

^c As examples, airport installed anti-perching devices or removed vegetation attractive to hazardous wildlife because of WS recommendation; WS successfully initiated program to remove hazardous wildlife from the airport.

^d Successful WS direct management activities or technical assistance recommendations initiated in previous years were continued or maintained in 2017 (e.g., continued management of vegetation, continued removal of deer as a follow-up to more extensive removal initiated in earlier year to initially get problem under control).

^e WS recommendation or intervention resulted in prevention of development or activity that would have resulted in increased wildlife numbers at airport (e.g., prevention of on-airport wetland mitigation, landfill expansion near airport, or planting of landscape vegetation attractive to wildlife).

^f These estimates of successful intervention are conservative because WS biologists indicated that there was insufficient time since management actions had been implemented or insufficient information from airport personnel to assess whether or not hazards had been reduced, suppressed, or prevented on at least 50 airports.

^g See Figure 4 for trends in the reduction, suppression, or prevention of hazards from target wildlife at airports served by WS, 2002-2017.

Table 8. Science-based activities provided by USDA-APHIS-Wildlife Services (WS) to support technical and direct management assistance efforts at airports and within the broader aviation industry to mitigate wildlife risks to aviation, FY 2017.

WS program	Primary activities	Sponsor ^a
Operations	<ul style="list-style-type: none"> • Worked with FAA and contractor to move the NWSA to a new platform, • Edited/entered about 14,000 wildlife strikes involving civil aircraft in USA into the FAA National Wildlife Strike Database (NWSA), • Participated in various outreach programs within aviation industry to promote the accurate reporting of wildlife strikes, • Worked with Commercial Aviation Safety Team (CAST) to define criteria for high-risk strikes and monitor trends in high-risk strikes (Dolbeer 2016), • Worked with USDA Foreign Agricultural Service, Science Fellows program, and FAA Western Hemisphere Office to assist El Dorado International Airport’s wildlife hazard management program in Columbia. 	FAA
Research ^b	<ul style="list-style-type: none"> • Aircraft lighting to increase visibility of aircraft to birds, • Movement patterns of vultures, hawks, eagles, and other birds near airports, • Understanding bird behavior in response to oncoming aircraft, • Evaluation of alternative land covers to mitigate strike risk and reduce maintenance costs for airports, • Identifying landscape-level bird attractants near airports, • Evaluating unmanned aerial systems as bird hazing tools, • Movement patterns of red-tailed hawks and other birds following translocation from airports. 	FAA/DoD/ ESTCP

^a FAA = Federal Aviation Administration; DoD = Department of Defense; ESTCP = Environmental Security Technology Certification Program.

^b Research directed by the National Wildlife Research Center, Ohio Field Station, Sandusky, Ohio.

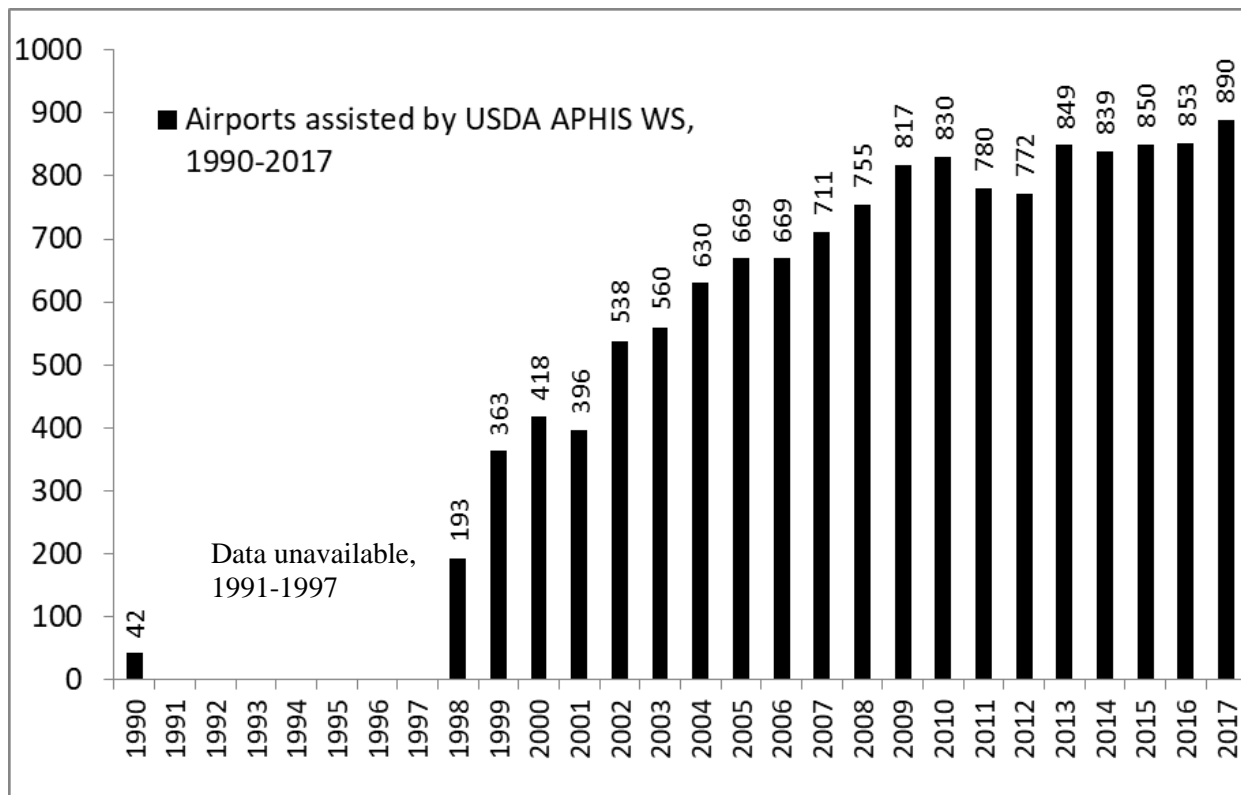


Figure 1. Airports assisted by USDA-APHIS-Wildlife Services (WS) in provision of technical and direct management assistance to reduce wildlife hazards, 1990 - 2017. In 2017, WS personnel provided 300 staff-years of assistance at 890 airports (765 civil, 125 military) in all 50 U.S. States, 3 U.S. Territories, and 7 foreign countries (see Table 1).

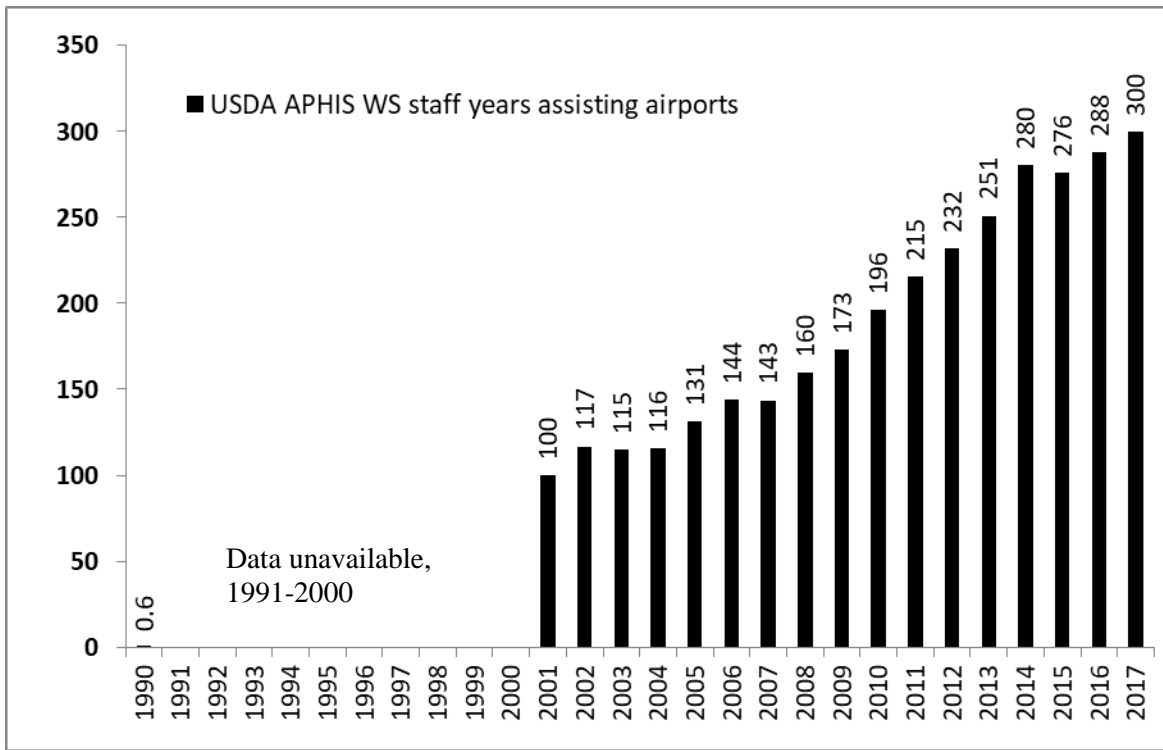


Figure 2. The number of staff years by USDA-APHIS-Wildlife Services personnel in provision of technical and direct management assistance to reduce wildlife hazards at civil and military airports increased from <1 in 1990 (primarily 1-day site visits or telephone consultations) to 100 in 2001 and 300 in 2017.

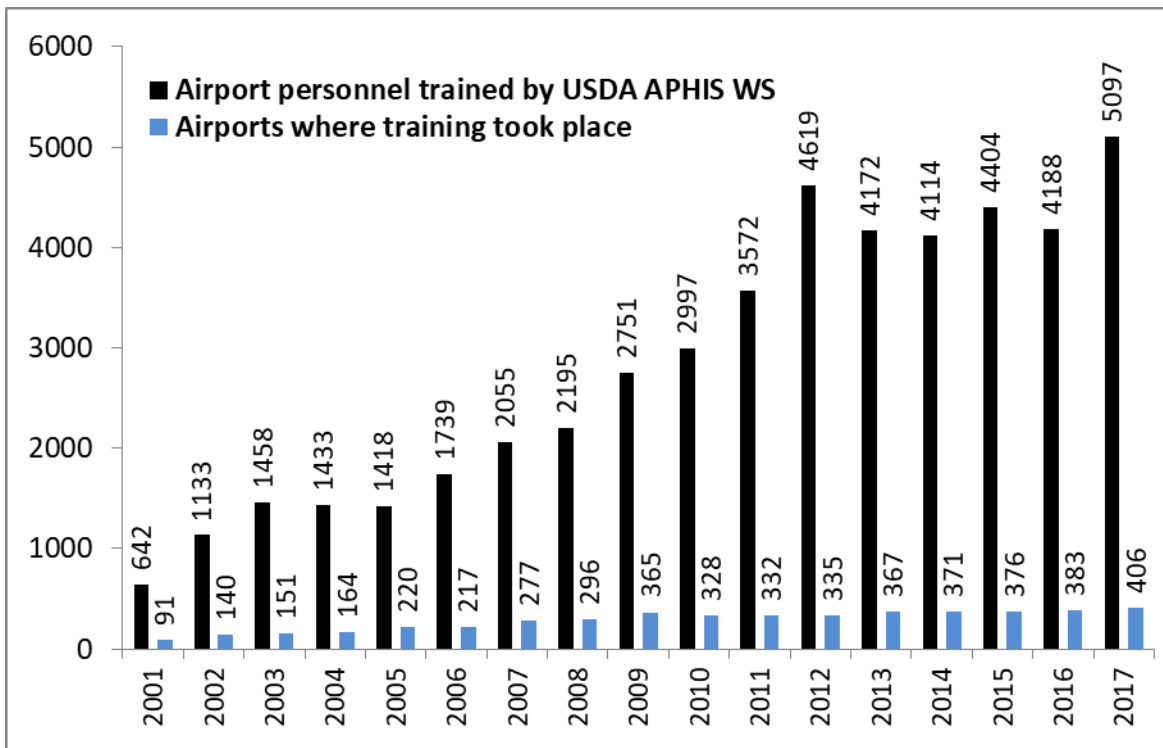


Figure 3. The number of airport personnel trained by USDA-APHIS-Wildlife Services in identification and management of wildlife hazards to aviation and the number of airports where training took place, 2001 to 2017 (see Table 6).

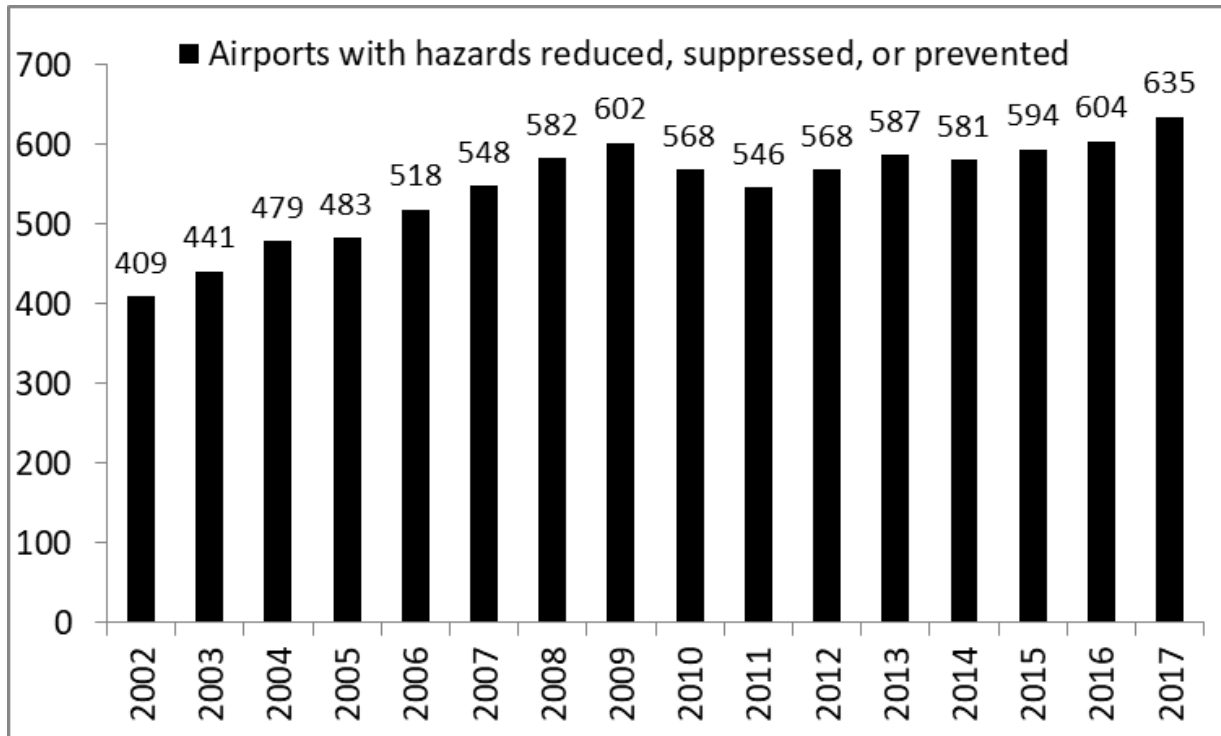


Figure 4. Number of airports and military airbases at which technical or direct management assistance by USDA-APHIS-Wildlife Services (WS) biologists resulted in an estimated reduction, suppression, or prevention of hazardous conditions caused by wildlife, 2002 - 2017. These estimates of successful intervention are conservative because WS biologists indicated that there was insufficient time since management actions had been implemented or insufficient information from airport personnel to assess whether or not hazards had been reduced, suppressed, or prevented on 40 to 60 airports each year (see Table 7).