

Wildlife at Orlando International Airport

LESSONS LEARNED





**AIRFIELD OPERATIONS IS RESPONSIBLE FOR WILDLIFE ABATEMENT
PERSONNEL ARE SPECIFICALLY ASSIGNED TO WILDLIFE ABATEMENT
INCLUDING A BIOLOGIST**

**PERSONNEL PATROL THE AIRFIELD DAILY AND RESPOND TO WILDLIFE
INCIDENTS ON ALL PORTIONS OF AIRPORT PROPERTY, 24 HOURS A
DAY**

WILDLIFE AND AIRFIELD PERSONNEL RESPOND TO A VARIETY OF WILDLIFE INCIDENTS

ALLIGATORS, DEER, HOGS, COYOTES, ARMADILLOS, RACCOONS, SNAKES, BEES, DOGS, CATS AND OCCASIONALLY CATTLE

BIRDS ARE THE MOST SIGNIFICANT THREAT TO AVIATION OPERATIONS



**WILDLIFE ASSESSMENTS, DAILY REPORTS AND STRIKE REPORTS
IDENTIFY THE MOST SUBSTANTIAL AVIAN HAZARDS**

**DEPREDATION AND A BALD EAGLE HARASSMENT PERMITS FROM
THE U.S. FISH AND WILDLIFE SERVICE AUTHORIZE APPROPRIATE
LETHAL TAKE AND HARASSMENT OF EAGLES**



REFINE EFFORTS BY PRIORITIZING HAZARDS

THINGS TO CONSIDER:

FLOCK SIZE,

INDIVIDUAL SIZE,

FREQUENCY OF OCCURRENCE ON THE AIRFIELD,

AND STRIKE HISTORY





**CONTINUOUS AIRFIELD PATROLS, WILDLIFE REPORTS & ASSESMENTS
AND CONTINUOUS DATA ANALYSIS CAN DISTINGUISH THE MOST
SIGNIFICANT HAZARDS**

Sandhill Crane

Cattle Egret

Ring Bill Gull

Vulture



**SANDHILL CRANES ARE A SIGNIFICANT HAZZARD BECAUSE OF THEIR
SIZE, STRIKE HISTORY AND AFFINITY FOR THE AIRFIELD**

ACTIVITY HISTORICALLY PEAKS LATE SEPTEMBER / EARLY OCTOBER

ACTIVITY IS GREATEST ON RUNWAY 17L

**ON AVERAGE BIRDS WEIGH 12 POUNDS AND STRIKES USUALLY
RESULT IN OBSERVABLE DAMAGE TO THE AIRCRAFT OR ENGINE**





CATTLE EGRET ARE A SIGNIFICANT HAZZARD BECAUSE OF THEIR AVERAGE FLOCK SIZE AND THEIR STRIKE HISTORY

AIRFIELD ACTIVITY PEAKS IN MAY BUT IS SUBSTANTIAL APRIL THROUGH JULY

THE GREATEST ACTIVITY OCCURS ON RUNWAYS 17L AND 18L ON AVERAGE BIRDS WEIGHT 3 POUNDS BUT STRIKES USUALLY INVOLVE MULTIPLE BIRDS

**RING BILL GULLS ARE HAZARDOUS BECAUSE OF THEIR AVERAGE FLOCK SIZE
AND STRIKE HISTORY**

SEASONAL MIGRANTS THAT INHABIT THE AREA DECEMBER THROUGH MARCH

GREATEST CONCENTRATION OF BIRDS OCCUR NEAR RUNWAY 17R / 35L

STRIKES TYPICALLY INVOLVE MULTIPLE BIRDS





VULTURES WERE DETERMINED HAZARDOUS BECAUSE OF THEIR INDIVIDUAL AND FLOCK SIZE, STRIKE HISTORY AND PHASE OF FLIGHT

ACTIVITY PEAKS IN FEBRUARY WHEN MIGRANTS COMBINE WITH RESIDENT POPULATIONS

ACTIVITY IS GREATEST ON RUNWAYS 35R AND 35L

MANY OF THE STRIKES OCCUR BEYOND AIRPORT PROPERTY UP TO 1000 FT. AGL



APPLICATION AND IMPLEMENTATION OF BIRD AND WILDLIFE DETTERENTS SHOULD FOCUS ON, BUT NOT BE LIMITED TO THE MOST SIGNIFICANT WILDLIFE HAZARDS

INCLUDING LETHAL REMOVAL, WHEN APPROPRIATE AND IN ACCORDANCE WITH STATE AND FEDERAL LAW AND PERMIT STIPULATIONS



A VARIETY OF PYROTECHNICS, VEHICLES, SIRENS AND LIGHTS ARE USED TO DISPERSE AND DISCOURAGE BIRDS FROM THE AIRFIELD



PREVENTATIVE AND PROACTIVE CONTROLS MINIMIZE WILDLIFE ATTRACTANTS AND POPULATION ON AND ADJACENT THE AIRFIELD.



VEGETATION, SEDIMENT AND FISH ARE REMOVED FROM AQUATIC HABITATS TO REDUCE AVAILABLE FOOD, COVER AND NESTING MATERIAL FOR WADING BIRDS, EAGLES, OSPREYS AND ALLIGATORS



ROUTINE MOWING, PESTICIDE APPLICATIONS, TREE AND BRUSH REMOVALS AND MODIFICATIONS REDUCE AIRFIELD ATTRACTANTS





AVIAN PREDATORS ARE RELEASED AND RELOCATED TO NESTING HABITATS TO KEEP BIRD REPRODUCTION AND SURVIVAL RATES LOW

FALCONRY IS USED WHEN PRACTICAL



A VARIETY OF LIVE TRAPS AND CATCH POLES ARE USED TO CAPTURE BIRDS, SMALL MAMMALS, FERAL HOGS AND ALLIGATORS FOR SAFE RELEASE AND RELOCATION



ANNUAL WILDLIFE TRAINING PROVIDE PERSONNEL WITH THE BASIC TOOLS FOR BIRD IDENTIFICATION , POPULATION AND MIGRATION DYNAMICS, ANIMAL CAPTURE AND HANDLING AS WELL AS FIREARM SAFETY AND PRACTICE.



QUESTIONS?

