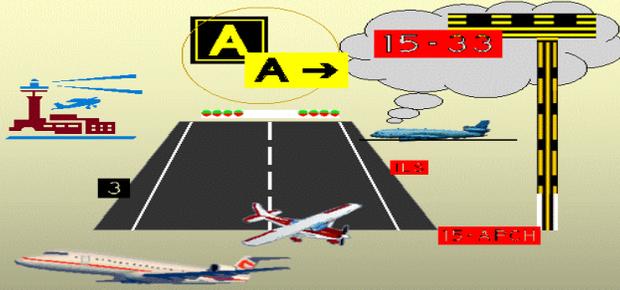




# AIRPORT CERTIFICATION INFORMATION BULLETIN



Eastern Region  
Federal Aviation Administration  
Airports Division, AEA-620  
Safety & Standards Branch  
1 Aviation Plaza,  
Jamaica NY 11434

**AEA-04-10**  
**2/24/2010**

**Bulletin:** 2010-04  
**Subject:** Hazardous wildlife attractants on and near airports  
**Issue Date:** February 24, 2010  
**Revised Date:**

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**Application:** This bulletin is being sent to all Part 139 Certificated Airports.

**Background:** Airports are required to follow the standards set forth by Advisory Circular 150/5200-33B, Hazardous wildlife attractants on and near airports. This bulletin clarifies procedures and documentation requirements in the Advisory Circulars.

**Action Required:** Please distribute to all appropriate Airport personnel.

## **1. Summarized list of land uses of concern**

The following list is summarized from Advisory Circular 150/5200-33B. These land uses are **not** compatible with safe airport operations when they are located within the separation distances in Sections 1-2 and 1-3 of the AC, and require evaluation and coordination when they are located within five miles of an airport per Section 1-4 of the AC.

### **WASTE DISPOSAL OPERATIONS, specifically:**

- Municipal Solid Waste Landfills (MSWLF) (see 1A below)

- Refuse Transfer Stations (see 1B below)

- Underwater discharge of food waste

- Disposal of ash from general incineration of waste

### **WATER MANAGEMENT FACILITIES, specifically:**

- Drinking water intake and treatment facilities

- Storm water and wastewater treatment facilities (including artificial marshes) and associated retention and settling ponds

- Ponds built for recreational or aesthetic use

- Ponds that result from mining activities

### **WETLANDS, including:**

- Lands managed as wetlands, wetland mitigation sites and banks, conservation or natural areas, open spaces, game management areas, bird or wildlife refuges, parks, and other recreational and natural resource-related uses, especially those that include tidal, shoreline, emergent, and other wetland types known to attract birds (see 1D below)

### **DREDGE SPOIL CONTAINMENT AREAS**

- Also referred to as Confined Disposal Facilities

### **AGRICULTURAL ACTIVITIES, specifically:**

- Agricultural crops including hay

- Livestock production operations such as feedlots, dairy operations, hog or chicken production facilities, or egg laying operations

- Aquaculture operations that are not within fully enclosed buildings

- Alternative uses of agricultural land such as management practices to promote hunting or wildlife viewing

### **GOLF COURSES, LANDSCAPING, AND OTHER LAND USES**

- Golf courses

- Parks and business or commercial centers with large grassy areas and ponds

#### **1A . Municipal Solid Waste Landfills (MSWLF).**

Construction or establishment of new MSWLF within six miles of public-use airports meeting certain criteria is prohibited by Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Public Law 106-181) (AIR 21).

Per Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports, the FAA opposes the construction or establishment of a new MSWLF within five miles of **any** public-use airport (such as those near airports not meeting AIR 21 criteria) due to attraction of hazardous wildlife at such facilities. Further, 40 CFR 258.10 requires airport and

FAA notification by any owners or operators proposing to site new MSWLF units and lateral expansions within a five-mile radius of any airport runway end.

Regarding existing MSWLF and lateral expansions of MSWLF: In accordance with 40 CFR 258.10, owners or operators of MSWLF units that are located within the separation distances provided in Section 2-2 through 2-3 must demonstrate that the units are designed and operated so that the MSWLF unit does not pose a bird hazard to aircraft. To accomplish this, follow the instructions provided in Section 2 of this bulletin, document the wildlife monitoring and mitigation procedures that are cooperatively developed, and place this documentation in the operating record of the facility and in the airport's Wildlife Hazard Management Plan or appropriate wildlife hazard management procedures.

See Advisory Circular 150/5200-34A for more information on these restrictions, criteria for applicability of AIR 21, standards for compliance with 40 CFR 258.10, and FAA notification procedures.

### **1B. Refuse Transfer Stations.**

Refuse transfer station designs that are fully-enclosed (typical design EPA guide book *Waste Transfer Stations: A Manual for Decision-Making*) are generally compatible with safe airport operations, provided they are not located on airport property or within the Runway Protection Zone (RPZ), and provided the following procedures, typical of such facilities, are followed and are documented in the facility operation and maintenance plan. These procedures are: receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles. These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife.

Refuse transfer facilities that are open on one or more sides (may be typical in rural or remote areas); that store uncovered quantities of municipal solid waste outside, even if only for a short time; that use semi-trailers that leak or have trash clinging to the outside; or that 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 these facilities incompatible with safe airport operations if they are located closer than the separation and evaluation distances specified in Sections 1-2 through 1-4 of AC 150/5200-33B.

### **1C. Other Waste Disposal Operations.**

Other waste disposal operations such as recycling centers, construction and demolition (C&D) debris facilities or landfills, and fly ash disposal are generally compatible with safe airport operations within the separation and evaluation distances provided in Sections 1-2 through 1-4 of AC 150/5200-33B and provided they are not co-located with Municipal Solid Waste Landfills.

### **1D. Wetlands.**

With reference to the wetland types of greatest concern described in Section 1 of this bulletin, the FAA recognizes that wetlands provide many important ecological functions and values, including fish and wildlife habitats; flood protection; shoreline erosion control; water quality improvement; and recreational, educational, and research opportunities. The FAA encourages landowners and communities supporting restoration or enhancement efforts for wetland types

that do not increase aircraft-wildlife strike potentials to contact the affected airports to develop cooperative programs to prevent the attraction of any hazardous wildlife and to monitor the sites for any hazardous wildlife attraction or activity.

## **2. Procedures for airports**

### **2A. Coordination to prevent creation of new off-airport hazardous wildlife attractants.**

Airports must work with local organizations to establish mechanisms to identify land uses, and prevent the creation of land uses, that would cause hazardous wildlife attraction or activity at or across the airport and/or its approaches and departures. This may be accomplished through one or more of the following:

- Establishing site-specific criteria for what land uses and locations 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 restrictive, but cannot be less restrictive than the guidance provided in this AC 150/5200-33B.
- Conducting outreach to local planning and zoning organizations on land uses of concern
- Conducting outreach to local organizations involved with natural resource management (including wildlife management, wetlands management, and parks)
- Formally commenting on local procedures, laws, ordinances, plans, and/or regulatory actions such as permits related to land uses of concern
- Developing and distributing position letters and/or educational materials on airport-specific concerns regarding wildlife hazards, wildlife activity and/or attraction, etc.

### **2B. Coordination on existing off-airport hazardous wildlife attractants.**

Airports must work with land owners and managers to cooperatively develop procedures to monitor and manage hazardous wildlife attraction. These procedures may include one or more of the following:

- Conduct of a Wildlife Hazard Site Visit by a wildlife biologist meeting the qualification requirements of Advisory Circular 150/5200-36, Qualifications for Wildlife Biologists Conducting Wildlife Hazard Assessments and Wildlife Hazard Management Training at Airports
- Conduct of regular, standardized, wildlife monitoring surveys
- Establishment of threshold numbers of wildlife which would trigger certain actions and/or communications
- Establishment of procedures to deter or remove hazardous wildlife

### **2C. Prompt Remedial Action.**

Regardless of the type or source of attraction, airports must take immediate action to alleviate wildlife hazards whenever they are detected. In addition, airports must take prompt action to identify the source of attraction and cooperatively develop procedures to mitigate and monitor the attractant. **Procedures for immediate actions are required in accordance with 139.337 (a).**

### **2D. FAA Assistance.**

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

## **2E. Airport Documentation Procedures.**

### **2E-(i). Log of wildlife attractants.**

Airports must develop a log to track all contacts from landowners or managers, permitting agencies, or other entities concerning land uses near the airport, as well as on-airport features and developments that could attract hazardous wildlife. In this log maintain documentation sufficient to conduct the reviews below and to make follow-up contact if necessary.

### **2E-(ii). Annual review of log**

The airport must review this log annually to:

- Review status of individual offsite attractants and any needed changes
- Identify synergistic effects of hazardous wildlife attractants
- Identify any existing or potential flyways across or through aircraft travel corridors between hazardous wildlife attractants
- Identify cooperative measures and on-airport wildlife management procedures that would alleviate either or both of the above two conditions.
- Document the participants in the review, items discussed, and changes identified.

This review must be a part of the annual Wildlife Hazard Management Plan review in accordance with 139.337 (f)(6).

### **2E-(iii). Documentation of procedures.**

Airports must document the procedures provided in this Section in Section 139.337(f)(2) of the Airport Certification Manual, the Wildlife Hazard Management Plan, Habitat Management Priorities, or in appropriate wildlife hazard management procedures.

## **3. Procedures for Land Owners and Managers.**

Land owners and managers of existing instances of the land uses listed in 1-1 should work with the affected airports to develop a program to reduce the attractiveness of the sites to species that are hazardous to aviation safety. The first step is to identify the airport(s) of concern and contact the affected airport's manager or wildlife coordinator. A tool to locate airports within a specified radius is available at

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp?action=showCircleSearchAirportsForm>. A listing of public-use airports and airport manager names and telephone numbers is available at [http://www.faa.gov/airports/airport\\_safety/airportdata\\_5010/](http://www.faa.gov/airports/airport_safety/airportdata_5010/).

Follow procedures for coordination provided in Section 2 of this bulletin, as applicable. If hazardous wildlife is detected, corrective actions should be immediately implemented in coordination with the affected airport. Wildlife Biologist assistance may be necessary, as discussed in Section 3-2 of AC 150/5200/33B.

The FAA urges planning, zoning, and regulatory agencies to prevent the creation of new instances of the land uses listed in Section 1 located within the separation distances provided in

Sections 1-2 and 1-3 of AC 150/5200-33B. Owners or managers proposing such land uses should be advised that the FAA finds these land uses incompatible with aviation safety, and does not find increased harassment, dispersal, or removal of wildlife to be an acceptable substitute for locating these land uses outside of the separation criteria.

### **References**

Environmental Protection Agency (EPA) guide book, *Waste Transfer Stations: A Manual for Decision-Making* <http://www.epa.gov/waste/nonhaz/municipal/pubs/r02002.pdf>

Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports  
[http://www.faa.gov/airports/resources/advisory\\_circulars/media/150-5200-33B/150\\_5200\\_33B.pdf](http://www.faa.gov/airports/resources/advisory_circulars/media/150-5200-33B/150_5200_33B.pdf)

Advisory Circular 150/5200-34A, Construction or Establishment of Landfills near Public Airports  
[http://www.faa.gov/documentLibrary/media/advisory\\_circular/150-5200-34A/150\\_5200\\_34a.pdf](http://www.faa.gov/documentLibrary/media/advisory_circular/150-5200-34A/150_5200_34a.pdf)