



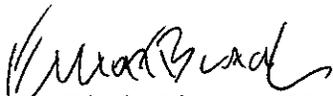
Federal Aviation Administration

Memorandum

Subject: Program Guidance Letter 16-01
Wildlife Hazard Site Visits & Associated
Follow-up Actions

Date:

APR 12 2016

From: 
Elliott Black, Director, Office of Airport
Planning and Programming, APP-1

Reply to: Nancy S. Williams, APP-501

To: PGL Distribution List

Purpose and Background

To increase safety at an airport, the FAA encourages (and in some cases, requires) airports of all sizes to have completed either a Wildlife Hazard Assessment (WHA) or a Wildlife Hazard Site Visit (WHSV) to determine existing wildlife hazards and to learn how to mitigate those hazards. The WHA is required for 139 airports (Class I, II and III)¹ that have a triggering event as defined under 14 CFR 139.337, while a WHSV is adequate for most smaller, less complex general aviation airports.

The major differences between a WHA and WHSV are the complexity of the studies, and the amount of time spent collecting data at the airport. As part of the deliverable, both types of studies typically provide safety recommendations to eliminate, reduce, or mitigate wildlife hazards and associated attractants at the airport. This list contains a mixture of capital development and safety recommendations that an airport sponsor is encouraged to undertake.

A question was recently asked about the use of AIP funding to complete eligible projects (i.e., installation of deer fencing) outlined in a WHSV. The AIP Handbook, FAA Order 5100.38D requires that certain capital development related to wildlife hazard mitigation be included as part of a Wildlife Hazard Mitigation Plan (WHMP) or as part of a Part 139

¹ Class IV airports are not required to conduct a WHA or develop a WHMP, although it each is recommended.

Letter of Correction to be eligible for AIP funding. Having a WHMP helps to ensure the airport takes responsibility for all of the recommendations incorporated from the WHA including those that do not require capital investment. This same concept needs to be extended to those airports that conduct a WHSV.

The simplified “Adoption of Wildlife Hazard Site Visit Recommendations” (sample below) must be completed by the airport sponsor at the conclusion of the WHSV, and submitted to FAA prior to application for AIP funding for eligible projects. For those airports covered under a block grant state, the state must collect and review this information on behalf of the FAA. Change 1 of the AIP Handbook will include clarification of this requirement.

Adoption of Wildlife Hazard Site Visit Recommendations

Airport Name, LOCID, City, State
Airport Manager Name/Airport Sponsor Name:
Biologist Name, Company/Agency, and Date of Wildlife Hazard Site Visit:
<i>After preparing this Adoption of WHSV Recommendations, please submit to the FAA Airports District Office or Regional Office, or associated block grant state.</i>

Table 1 contains the recommendations contained in the Wildlife Hazard Site Visit (WHSV) that have been accepted by the Airport Owner/Operator. Table 2 contains the recommendations contained in the Wildlife Hazard Site Visit that were **not accepted** by the Airport Manager and Airport Sponsor and the reason why.

More detail on each of the recommendations can be found in the WHSV.

TABLE 1: ACCEPTED RECOMMENDATIONS FROM WILDLIFE HAZARD SITE VISIT

Note: The items listed here are examples of typical wildlife mitigation measures that often appear in WHSV reports. The airport owner/operator must revise the form to reflect the wildlife mitigation measures included in the specific site visit report and adopted by the airport.

Recommendation from Wildlife Hazard Site Visit	Responsibility	Frequency
EXAMPLE: Complete/replace the perimeter fence	Airport.	No earlier than once every 20 years.
EXAMPLE: Maintain a consistent grass height of 6 to 12 inches throughout the airport property.	Airport Manager/Maintenance Staff.	As needed during mowing season.
[Insert other WHSV recommendations accepted]		

TABLE 2: RECOMMENDATIONS NOT ACCEPTED FROM WILDLIFE HAZARD SITE VISIT

Note: The items listed here are examples of typical wildlife mitigation measures. The airport owner/operator must revise the form to reflect the wildlife mitigation measures included in the specific site visit report but not adopted by the airport.

Recommendation from Wildlife Hazard Site Visit	Reason for Not Accepting the Recommendation
EXAMPLE: Fill wetlands adjacent to runway	Would result in ponding on the airfield pavement
[Insert other WHSV recommendations rejected]	

I hereby certify that this is a complete and accurate listing of responses to the foregoing items and have prepared documentation attached hereto for any item marked "no".

(Name of Airport Owner/Operator)

(Signature of Sponsor's Designated Official Representative)

(Typed Name of Sponsor's Designated Official Representative)

(Typed Title of Sponsor's Designated Official Representative)

(Date)