

Wildlife Strike Facts

- *Birds make-up 97% of the reported strikes annually.*
- *Half of all bird strikes occur during the four months between July and October.*
- *Mammal strikes are the second most common animals associated with aircraft strikes.*
- *From 1900-1999, 430 civil aircraft were involved in collisions with deer.*
- *The number of white-tailed deer in the United States has increased from 100,000 in 1900 to 26 million in 2000.*
- *The greatest percentage (31%) of all mammal strikes occurred during October-November.*



Cuyahoga County Airport
Robert D. Shea Field
26300 Curtiss Wright Parkway
Richmond Heights, OH 44114



Wildlife Management for Cuyahoga County Airport

*Important Information for
Tenants and Pilots*

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Strategies for Wildlife Control

Wildlife strikes can cause serious damage to aircraft and the occasional loss of human life. Since most strikes occur on or near airports, it is the airport's responsibility to minimize wildlife populations that pose a threat to aviation safety, structures, or to equipment and human health.

Airports are required to conduct a wildlife assessment when an aircraft experiences: 1) multiple bird strikes or engine ingestion, 2) a damaging collision with wildlife other than birds occurs, 3) wildlife or birds have access to any airport flight pattern or movement area.

Reporting Wildlife Strikes

The FAA has a standard form (FAA Form 5200-7) for the voluntary reporting of bird and other wildlife strikes. To improve the ease and efficiency of reporting, strikes can be reported via the Internet. To report wildlife strikes go to: <http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html>.

Wildlife Strikes can be reported by airport personnel, pilots or any individual who has knowledge of the strike. As much information as possible should be included on form FAA 5200-7. Specie identification is particularly important. Bird strike remains that cannot be identified should be identified by a local biologist or by sending feather remains in a sealed bag with FAA Form 5200-7 to:

**Federal Aviation Administration
Office of Airport Safety &
Standards
AAS-310
800 Independence Avenue, SW
Washington, DC 20591**

Deer Hazards

Airports should have a "zero tolerance" policy for deer, livestock and other large mammals in the aircraft operating area because of their severe threat to aviation safety. There is no easy, all encompassing solution to dealing with deer. However, the best and most costly method is a permanent, 10 foot high chain link fence with barbed wire outriggers. If fencing is not an option, harvesting of deer is the most effective method of removal, although, it is not always the most popular.



Airport Responsibilities

- File NOTAMs as appropriate, during peak periods of deer activity and add to ATIS if appropriate.
- Monitor deer activity at the airport and report and record numbers and aircraft/deer incidents to the airport governing body.
- Patrol the airport during peak hours, early morning and evening, and use harassment techniques to remove deer from operational areas.
- Removal of dense stands of trees and undergrowth on airport property to eliminate cover and allow for visual inspection and access to these areas.



A gull caused the damage viewed on this engine.

Habitat Modification

It is the policy of Cuyahoga County Airport that:

- Food and water should be minimized near the airport, since they are major attractants to both birds and other wildlife.
- Proper landscaping is key to minimizing animals from nesting, roosting or finding shelter at the airport.
- Airports should avoid seed bearing shrubs, trees and foliage.
- Grass height within the runway and taxiway safety areas should be maintained at a height of 3-4 inches. All other areas should be maintained between 6-10 inches. Studies show that this height reduces bird usage.
- Dense stands of trees should be cleared or thinned regularly to eliminate the cover which deer, coyote, geese and other birds desire.
- All unnecessary posts, fences or other structures that can be used as perches should be removed from airside areas.
- Exclusion and repellent techniques should be used when habitat modification is not enough for maintaining wildlife.

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