APPENDIX B

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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Location

Teton County, Idaho

Local office

Idaho Fish And Wildlife Office

(208) 378-5243
(208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

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Mammals

NAME	STATUS
Grizzly Bear Ursus arctos horribilis There is **proposed** critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/7642	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird

species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Rosy-finch *Leucosticte atrata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9460	Breeds Jun 15 to Aug 31
Brewer's Sparrow *Spizella breweri* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291	Breeds May 15 to Aug 10
Green-tailed Towhee *Pipilo chlorurus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9444	Breeds May 1 to Aug 10
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

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Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

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Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

- R5UBFx
- R2UBHx

A full description for each wetland code can be found at the National Wetlands Inventory website

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

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Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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United States Department of Agriculture

Marketing and Regulatory Programs

Washington, DC 20250

Idaho State Office

9134 W. Blackeagle Dr.
Boise, ID 83709
(208) 373-1630

Wildlife Hazard Analysis for the Driggs-Reed Memorial Airport (KDIJ)

Introduction

From the beginning of the aviation era, there has been wildlife-aircraft collisions resulting in serious aircraft damage and/or loss of human life. From 1988 through 2017, wildlife-aircraft strikes have taken the lives of 287 people worldwide (Federal Aviation Administration, 2018). Furthermore, wildlife strikes globally have resulted in aircraft damages totaling billions of dollars (Federal Aviation Administration, 2007). From 1990 to 2017, there were $765 million of reported costs related to wildlife-aircraft strikes to civil aircraft in the United States alone (Federal Aviation Administration, 2018). In 2018, there were 16,020 wildlife strikes to civil aircraft within the United States reported to the Federal Aviation Administration (FAA) database. With 94.7% of wildlife strikes involving birds, it's critical that airport management develop a plan to address these risks (Dolbeer et al. 2019).

All wildlife species represent a potential hazard to aircraft, but some species have the ability to cause more damage than others when struck by an aircraft (Table 1). Large terrestrial mammals (elk, moose, etc.), large birds (vultures, geese, etc.) and birds showing a flocking behavior pose the greatest risk to an aircraft when struck. For example, European starlings are small birds with a low relative hazard score (Table 1), but they are responsible for an aircraft crashing after colliding with a large flock of these birds, damaging all four engines, resulting in the largest loss of human life due to a wildlife – aircraft strike (Federal Aviation Administration, 2018).

Wildlife can collide with an aircraft at any time, but the majority of strikes (61%) to civil aircraft occur during landing, 36% happen at take-off and 3% take place while en-route (Federal Aviation Administration, 2018). Accurate implementation of FAA recommendations to reduce wildlife-aircraft strikes can reduce the risk of damaging strikes.

The risk of wildlife strikes can be greatly reduced through integrated wildlife damage management practices. The FAA, Advisory Circular 150/200-33B recommends all public-use airports have standards and practices in place that address wildlife hazards to airports. For example, airports receiving federal grant-in-aid funding are required by their grant assurances to oppose land uses and developments off airport property that would be incompatible with normal airport operations. Failure to do so could lead to noncompliance with grant assurances. This Advisory Circular and other FAA regulations (See Chapter 4, Cleary and Dolbeer 2005) help protect aircraft from hazardous wildlife and ensure the safety of aircraft approaching and departing the airport's Air Operations Area (AOA).

Depending upon the classification of an airport, different restrictions can be applied to specific land-use practices and developments both on and off an airport that are considered wildlife attractants (Federal Aviation Administration, 2007). Some restrictions may include specific distances between an airport's AOA and wildlife attractants. These restrictions are in place to prevent increased movement and/or density of wildlife in the vicinity of an airport. The FAA also recommends this Advisory Circular for land-use planners and developers, as well as activities on, or near, airports.

Airports that do not sell Jet-A fuel generally only have piston-powered (smaller and slower) aircraft located on site. This particular type of airport would have a 5,000 feet minimum separation distance between an AOA and a wildlife attractant. Airports that do sell Jet-A fuel would accommodate turbine-powered (larger and faster) aircraft and would have a minimum separation distance of 10,000 feet between the AOA and wildlife attractant (Federal Aviation Administration, 2020). These increased distances are needed to support aircraft that would require greater approach, departure and flight pattern areas.

Driggs-Reed Memorial Airport

The Driggs-Reed Memorial Airport (KDIJ) is a General Aviation (GA) airport located in eastern Idaho near the Wyoming state line. KDIJ lies within Teton Valley between the Big Hole Mountains to the west and the Teton Range to the east. Access to the airport is via Idaho State Highway 33, which runs north/south through the City of Driggs, which is just one mile south of KDIJ (Map 1).

Map 1. Location of KDIJ. Jviation

It is a public-use airport that does not have scheduled services or less than 2,500 boarding passengers annually (Federal Aviation Administration, 2018). This city-owned airport is unique, in that it's open year-round – accommodating many different aircraft including, private jets, single and multi-engine fixed winged, helicopters, turboprops, and a variety of other aircraft.

This highly active municipal airport covers approximately 215 acres of land with one designated runway; 4/22. From July 2012 through July 8, 2013, KDIJ saw an average of 22 aircraft operations per day, which were all general aviation flights. In 2018, there was an average of 41aircraft operations per day and a projected increase of 15-20% in 2019. There are numerous factors that have contributed to such an increase in air traffic over the last 6 years, including tourism, which definitely plays a large role. Since KDIJ is located within close proximity to Yellowstone National Park, Grand Targhee ski resort, Jackson Hole and Grand Teton National Park, these increases are expected throughout 2020 and into the future. In 2019, Grand Teton National Park alone had over 3.4 million visitors (National Park Service, 2020).

KDIJ is surrounded by high, wooded mountains and low, valley floors. The valley is spotted with coniferous and deciduous trees, small parceled farm ground intertwined with natural and man-made wetlands and numerous creeks and small rivers converging to form the Teton River. These wooded areas, waterways and agricultural fields are home to multiple species of highly hazardous wildlife including waterfowl, raptors, elk and moose. All of the areas mentioned above can be considered both, natural and manmade wildlife attractants and many are located within 5,000 feet of the airport's AOA, posing a risk to aviation (Map 2).

Map 2. 5,000 ft. from the AOA at KDIJ. Google Earth

The need for a Site Visit/Site Evaluation

An increased amount of aircraft operations per day at KDIJ are expected in 2020 and each year in the future with some years being more drastic than others. Likewise, with increased conservation efforts (e.g. Rocky Mountain Elk Foundation, Wild Bird Foundation and Ducks Unlimited) to protect and enhance wildlife population densities of many wildlife species are also increasing. Also, KDIJ is located within the heart of the Rocky Mountains where long winter months with deep snow accumulations is common. These conditions force wildlife out of the mountains to spend their winter in the valleys.

Migration of ungulates (deer, elk and moose) through the valley and on KDIJ property is very common (Photo 1).

Photo 1. Moose on KDIJ ramp (credit: KDIJ airport staff)

Therefore, it is critical to have a Wildlife Hazard Management Plan (WHMP) in place that includes personnel roles and responsibilities in managing wildlife before and as it appears on the airfield, as well as a complete perimeter fence. Obviously, constraints to an airports budget will determine the depth of the plan, especially for GA airports, but the plan should include pathways for communication with off airport neighbors. Constant communication with neighbors of the airport and land development companies is as crucial as opposing poorly designed land developments that become wildlife attractants within 10,000 feet from the AOA.

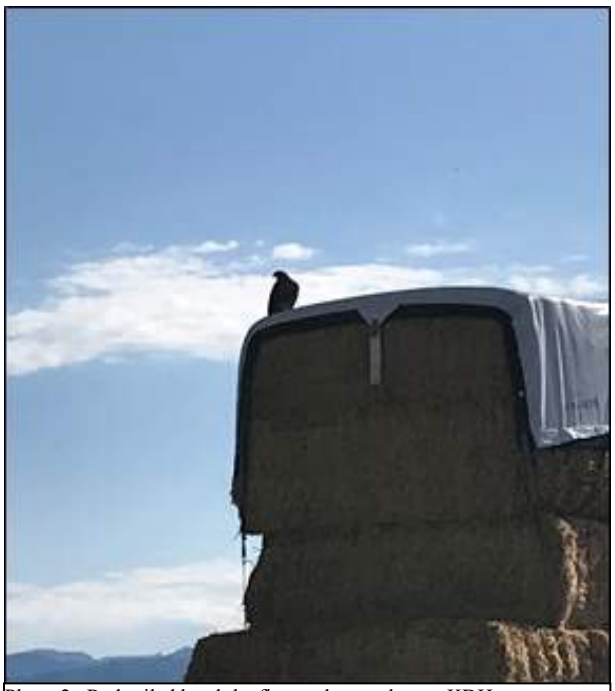


Photo 2. Red-tailed hawk loafing on haystack near KDIJ. (credit: USDA WS, Jared Hedelius)

Wildlife attractants and hazards at the Driggs-Reed Memorial airport

Wildlife attractants can be both natural and manmade. Natural wildlife attractants include lakes, rivers and wetlands – all of which can be found close to KDIJ. Manmade attractants include agricultural interests such as grain fields, golf courses and livestock feed, which can also be found close to KDIJ (Photo 2). Other manmade attractants can be artificial wetlands, municipal solid waste landfills (MSWLF) and wastewater treatment facilities. These attractants can be extremely high risk areas for wildlife-aircraft strikes, particularly with waterfowl and scavenging birds that are ranked "highly hazardous" wildlife species (DeVault, 2011). Hazardous wildlife (Table 1) that are attracted to these different areas can vary greatly in species and number. Therefore, many land-use practices and developments are incompatible with nearby airports and AOAs.

Many land-uses and developments within the 5,000 and 10,000 feet separation areas are compatible with nearby airports with proper engineering, planning and consideration. Some examples are storm water management facilities and fully enclosed trash transfer

stations. As long as storm water is stored below ground or retention ponds are designed to hold storm water for less than 48 hours, these facilities are compatible with safe airport operations. Also, fully enclosed trash transfer stations that receive and process garbage can, with proper design and engineering, be considered compatible with safe airport operations.

Wildlife opportunistically look for places to perch and rest, obtain cover, nest, hunt and feed. As stated above, wildlife attractants can be either natural or man-made and both can be found at KDIJ. As structures (buildings, fences, etc.) are built to support daily airport operations, these inadvertently provide desired places for wildlife to spend time (Photo 3).

Photo 3. Red-tailed hawk loafing on windsock at KDIJ. (credit USDA WS, Jared Hedelius)

Wildlife hazards at airports are classified as either "direct" hazards or "indirect" hazards. Direct hazards are wildlife that could come into direct contact with an aircraft (e.g. Canada geese, American kestrel, etc.) or in other words, cause a strike. An indirect hazard could be a prey animal (e.g. gopher, ground squirrel, etc.) that would attract other predatory wildlife. Common examples are hawks, owls, and other birds of prey searching for rodents to eat, which can then be struck by an aircraft. Rodents are virtually everywhere, but they are more abundant in agricultural and field settings due to the amount of feed available. Therefore, controlling rodent numbers at or around an airport can be a constant challenge. A possible indicator of high rodent numbers may be evident when tunneling and nesting is frequently seen in the soil and grass (Photo 4).

Photo 4. Rodent trails in field grass off-site. (credit USDA-WS, Jared Hedelius)

Wildlife attractants and hazards at off airport Properties:

Wildlife attractants exist in many forms on properties neighboring airports. These attractants can also be both man-made and natural. Many attractants around KDIJ are agricultural fields and different water sources. Water in any form has the ability to attract direct

hazards,including multiple bird species, due to the need they have for drinking, bathing and swimming (Photo 5). Many of these direct hazards are waterfowl, which congregate around water and the risk of a strike can increase if the water is within close proximity to the airport.

Additional direct hazards can be smaller bird species that are also attracted to water for the purpose of drinking and bathing. Likewise, many mammal species (i.e., elk and deer) are equally attracted to the agricultural fields and water to feed and drink. Other mammals (i.e., fox and coyotes) are attracted to the fields to hunt for rodents. If these mammals make their way inside the perimeter fence, they could also become a risk for a wildlife-aircraft strike. During warmer months of the year this water will be available to a variety of birds and other wildlife previously mentioned, but during the winter months the water will freeze and become inaccessible to all birds and wildlife.

Photo 5. Golf course and ponds near KDIJ. (credit USDA-WS, Jared Hedelius)

The agricultural fields around KDIJ indirectly supports a large amount of birds and other wildlife with crops and pasture grasses. Each spring agricultural crops such as grain, alfalfa or pasture grasses grow. The green sprouts, being high in protein, will provide a highly desirable food source for some waterfowl, in addition to providing habitat for rodents. These same fields continue to feed wildlife (Photo 6) even after their crops are harvested (e.g., elk, moose, and hawks). As crops are harvested, it exposes rodents living within the fields to raptors that will spend hours each day hunting these fields. Rodents are often killed by machinery harvesting the crops and the remains are left in the fields, attracting scavenging birds. These birds are often times within the flight pattern of an approaching or departing aircraft.

Photo 6. Grain field after harvest with Canada geese feeding. Location not at KDIJ. (credit USDA-WS Jared Hedelius)

Site Visit/Site Evaluation Method: At the request of the city of Driggs and KDIJ, the United States Department of Agriculture (USDA), Wildlife Services (WS) was asked to conduct a Site Visit to help complete the WHMP for the

airport. The FAA recognizes the USDA-WS as providing Federal leadership and as experts in wildlife hazard management on airports. A Memorandum of Agreement (MOA) between the FAA and USDA was signed, acknowledging their goals in protecting aviation.

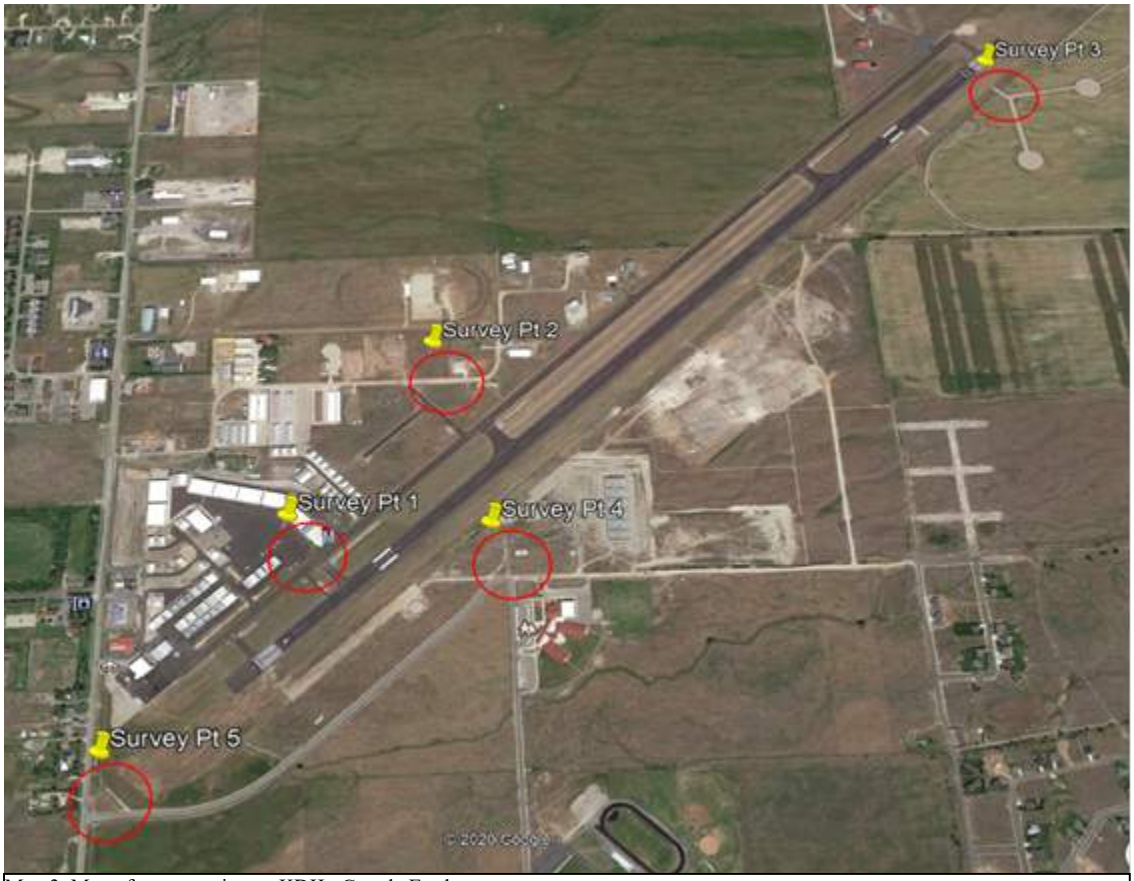
In July 2019, a Wildlife Hazard Site Visit (WHSV) was initiated by a certified airport wildlife biologist working for the USDA-WS in Idaho. At that time, the WHSV was broadened to more closely resemble a Wildlife Hazard Site Evaluation (WHSE). A WHSE would include three times the number of surveys than a WHSV would entail, which would provide the needed data and recommendations for KDIJ to move forward with a more detailed and specific WHMP.

This site visit/site evaluation includes:

- 1 full day observations per season
    - Spring (March, April, May)
    - Summer (June, July, August)
    - Fall (September, October, November)
    - Winter (December, January, February)
- 3 survey periods per day
    - Morning
    - Mid-day
    - Evening
- 1 offsite survey (out to 5,000 ft. of the AOA)
    - Morning
    - Mid-day
    - Evening
- 1 night survey

In total, there were 16 survey periods completed in ten months at KDIJ. At a minimum, the surveys listed above are Point Count surveys based off of the North American Breeding Bird Survey (BBS) (including observations between points), nocturnal surveys (using night vision technology) and offsite surveys (focusing on nearby wildlife and wildlife attractions). Each wildlife species encountered was identified (as close to species level as possible), number of individuals, location of siting, time of siting and the activity the wildlife was engaged in (e.g. feeding). A determination was also made as to why each species was attracted to each site.

The Point Count surveys consisted of 5 different locations (Map 3) around the airport's perimeter fence so that the entire airport could be observed. There were 3 observations done at each location throughout the day. The first observation started in the morning, the second took place mid-day and the third observation was completed in the evening. Five minutes was spent at each point – every wildlife species observed was recorded, including wildlife observed while en-route from one point to the next.



Map 3. Map of survey points at KDIJ. Google Earth

There was one night observation completed during the winter season which consisted of only one survey at all points after dark. This survey was conducted with night-vision equipment that included a Forward-Looking Infrared (FLIR) scope that has the ability to detect heat signatures of wildlife in the dark.


Photo 7. Man-made attractants near KDIJ. (credit USDA-WS Jared Hedelius)

There was also a one day off-site observation completed during the fall season. This observation also included a morning survey, mid-day survey and evening survey. These surveys include a thorough observation of all wildlife and potential wildlife attractants within 5,000 ft. of the airport's AOA. Data collected will help to determine the greatest wildlife risks to KDIJ. Many potential wildlife attractants

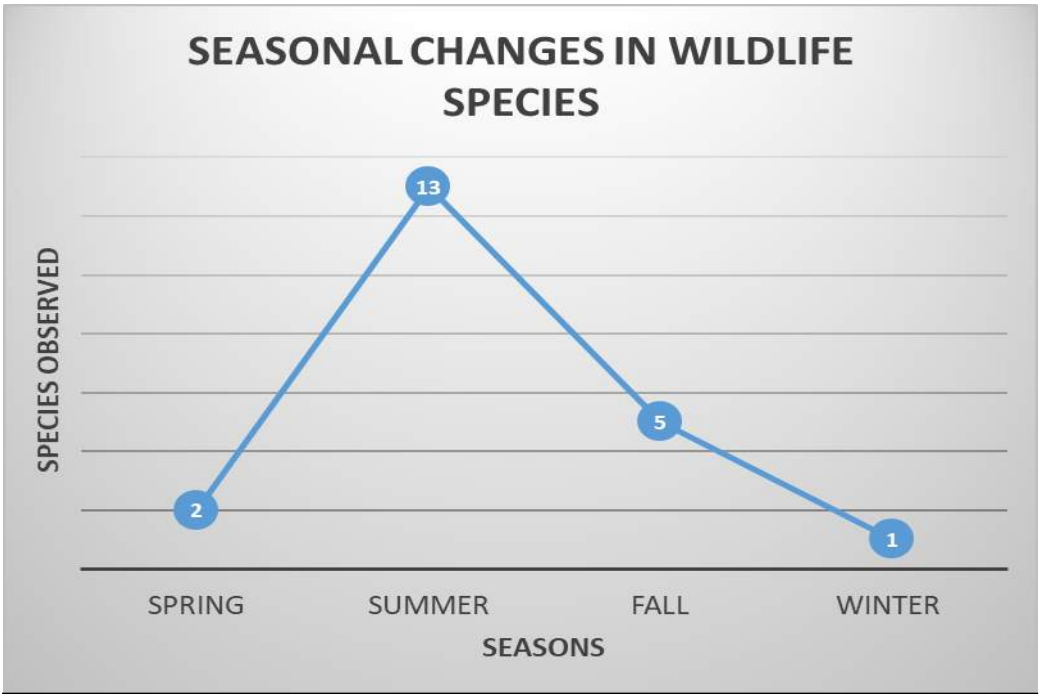
identified were natural attractants (e.g., river and stream corridors and natural wooded areas). Other identified attractants were man-made (e.g., agricultural fields, golf courses and ponds). See photo's 7&8.


Photo 8. Natural attractants near KDIJ. (credit USDA-WS Jared Hedelius)

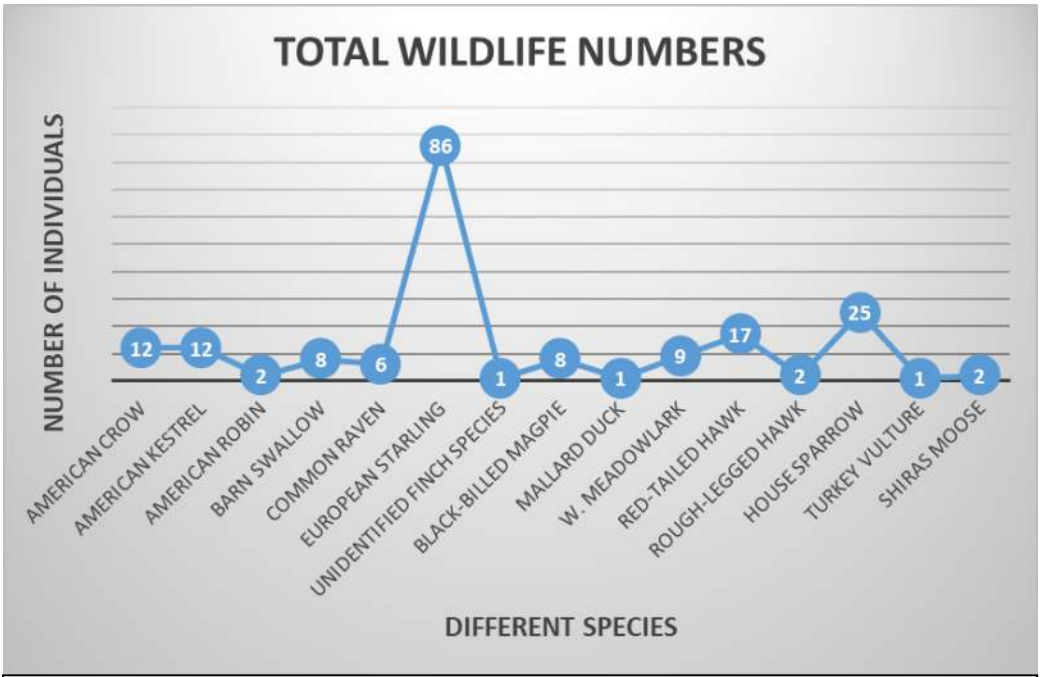
Over the last 20 years (2000 – 2019), the FAA National Wildlife Strike Database listed three wildlife strikes with an aircraft at KDIJ. Two of these strikes indicated there was no damage and one indicated there was uncertain damage (Federal Aviation Administration, 2019). All three of these wildlife strikes involved birds; one bird was small and unknown, another was an American kestrel and the third was an unspecified hawk. See table 1 (page 17) (1=most hazardous 25=least hazardous), hawks rank 10th and American kestrels rank 21st on the list of hazardous species.

Findings of the Site Visit/Site Evaluation:

At the end of the site visit/site evaluation, there were fifteen different wildlife species observed on-site and off-site combined – out to 5,000 ft. (Table 2). There were fourteen bird species observed on-site, and three bird species and one mammal (moose) observed off-site. There was a large fluctuation in wildlife species and numbers of individuals observed from season to season. For example, surveys in the summer season indicated 13 different wildlife species frequenting the airport and surveys in the winter season found 1 wildlife species at the airport (Graph 1). From the fourteen bird species observed, the five most numerous species were European starlings (45%), house sparrows (13%), red-tailed hawks (9%), American kestrels (6%), and American crows (6%) (Graph 2).



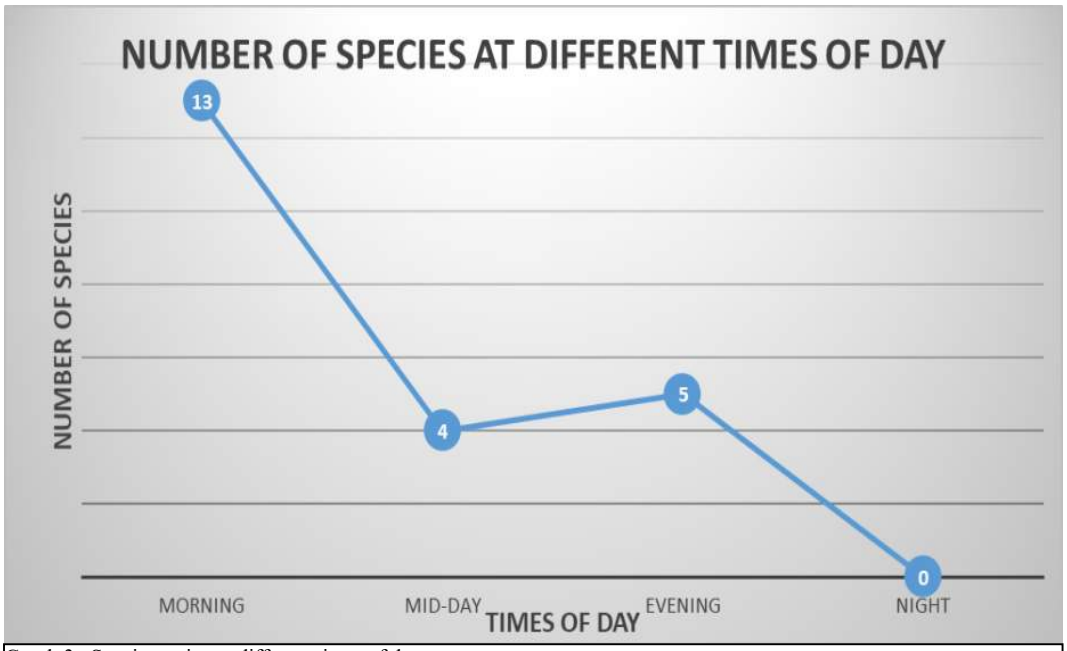
Graph 1. Number of species observed per season



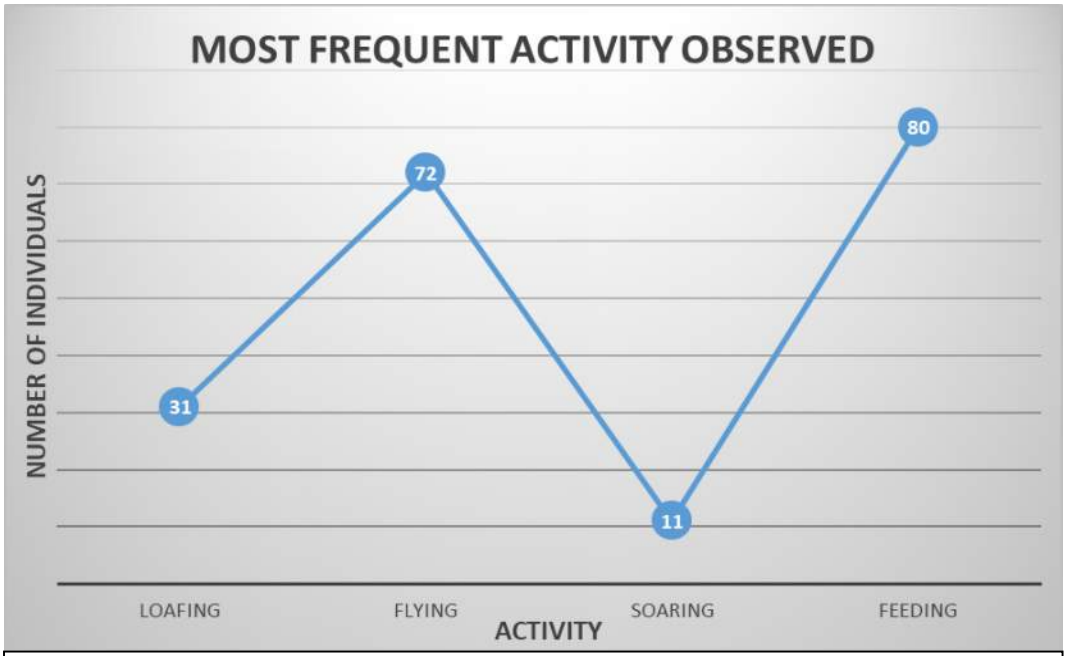
Graph 2. Number of individuals and species observed

As mentioned above, there were three surveys (morning, mid-day, evening) during each observation day. The number of wildlife seen at the airport was highest in the morning and lowest during the night (Graph 3). Activities the wildlife were observed performing were also recorded. Activities included loafing (resting), flying, soaring (towering) and feeding. Wildlife feeding was the most observed activity (42%), 36% were flying, 16% were loafing, and 6% were soaring (Graph 4). Birds observed loafing were on fence lines, trees or man-made structures. Birds observed flying were going from point A to point B (often unknown locations), but were crossing airport property. Birds soaring were either riding the thermals (warm air) or hunting over the fields. An unidentified hawk species and a turkey vulture were the only birds seen soaring, even though they

were few in number, these large-bodied birds have a high hazardous rating (Table 1). Birds that where seen feeding were 100% small birds searching for insects or seeds in the fields.



Graph 3. Species active at different times of day



Graph 4. Most frequent activity observed

All the bird species observed can be classified into four different categories; 1) insectivorous, 2) granivorous, 3) scavengers or 4) raptors. Smaller birds (i.e. starlings/sparrows) feed on insects, grains, and seeds. Larger birds (i.e. crows/ravens) are opportunistic feeders and will eat anything from human garbage (scavenging) and insects to small rodents. Birds of prey (raptors) primarily search for small to large rodents, small birds, and/or rabbits to feed on. All the birds that fit into these categories, plus others,

could be attracted to KDIJ or neighboring properties as they are searching for these "indirect" hazards, thus, becoming a "direct" hazard.

Protected and Non-Protected Wildlife Species:
Wildlife in general can also be classified by a level of protection and/or conservation status. Levels of protection can vary between unprotected, State protected to federally protected. For example, some mammals (meadow voles and pocket gophers) are considered unprotected wildlife – having no protected status. Other mammals (e.g., coyotes and striped skunks) are classified as predatory and have minimal to no protection. While others (e.g., red fox and moose) are classified as a furbearing or big game animal, thus, having extra levels of State protection (i.e., a license and/or tag is required to harvest them). The Idaho Department of Fish and Game (IDFG) has additional classifications for all wildlife found within Idaho (Idaho Department of Fish and Game, 2020). Additionally, several mammals that could be found around KDIJ are also federally protected under the Endangered Species Act (e.g., Canada lynx and grizzly bears). These federally protected mammals have maximum levels of conservation status and a Memorandum of Understanding (MOU) should be in place with the local U.S. Fish & Wildlife Service (USFWS) on how to best deal with them if they are observed on, or near, KDIJ.

IDFG also list birds in several different categories ranging from game birds (e.g. American crows), migratory game birds (e.g., mallard ducks and mourning doves) and upland game birds (e.g., California quail and ring-necked pheasants), to protected nongame birds (e.g., bald and golden eagles and barn owls). A Migratory Bird Depredation Permit (MBDP) is not required to lethally take State game birds and upland game birds, but a MOU should be in place with the local IDFG on being able to address these species at the airport. Migratory game birds and protected nongame birds have federal protections, therefore a MBDP would be needed to lethally take one of these species. Additional birds (e.g., European starlings, house sparrows and rock pigeons) are considered nonnative and have no protective status in Idaho. These birds can be hazed or harassed and lethally removed in any number throughout the year.

The USFWS also has different conservation statuses for all federally protected wildlife (U.S. Fish & Wildlife Service, 2020). For example, American robins and Canada geese are considered a migratory bird and are federally protected, therefore requiring a MBDP to lethally take these species. Additionally, as mentioned above, some federally protected wildlife, including birds (e.g. yellow-billed cuckoo) are classified as "Threatened or Endangered" (T&E) or "Proposed Threatened" (U.S. Fish &Wildlife Service, 2016). These species carry maximum levels of protection.

All wildlife, except for European starlings and house sparrows observed at KDIJ will have some conservation status and will fall under the protection of the IDFG, USFWS or both. The European starlings and house sparrows observed have no protective status and can be lethally removed in any number throughout the year. The other species observed can be hazed or harassed, but not lethally taken without a MBDP or a permit from the IDFG. Additionally, if these protected birds have a nest with eggs and/or young, they cannot be harassed to the point of abandoning the nest. Nor, can the eggs and/or young be removed or destroyed without a MBDP. Moose, elk and other big game and nongame animals also come with additional protection. An MOU should also be in place with the IDFG if these or any other big game animals come within KDIJ perimeter fence.

Determining the conservation status of a species and understanding what airport personnel can and cannot do to keep an airport safe can be confusing. But, in general all birds can be hazed or harassed off airport property without a MBDP except bald or golden eagles and T&E species. A special permit is required to haze or harass these species. Again, the protected status of a wildlife species can vary greatly, therefore further knowledge should be obtained through the sources provided. If there are any questions or concerns whether a T&E or proposed threatened species may be found around KDIJ, it is advised to contact the USDA-WS or research the different species on the Information for Planning and Consultation (IPaC) website. Though, T&E species could possibly be found around KDIJ, there were never any sightings or sign (i.e., tracks or scat) ever observed during these site visits. The IPaC website indicates grizzly bears and the North American wolverine could potentially be found on KDIJ. Evidence of these two species occupying KDIJ property was never seen (Table 2). Furthermore, habitat on or neighboring KDIJ is not suitable for grizzly bears nor wolverines.

The final survey completed at KDIJ, took into account the proposed land acquisition and runway extension and the potential to impact federally listed threatened and endangered species. As discussed, no evidence of listed species or their necessary habitat were found at KDIJ or within the land to be acquired (which was included in the final survey). As such, the proposed development activities is not anticipated to have any effect on the listed species, the grizzly bear and the North American wolverine, as neither the species nor its habitat are found within the project area.

Wildlife Mitigation Currently Implemented:
Depending on budget constraints as well as numerous other factors, an airport mitigation program can be very extensive – employing personnel to handle wildlife and attractants to very minimal, which may include only a call tree made available to airport personnel. Currently there is some wildlife mitigation done at KDIJ. Portions of the airport have an 8ft. perimeter fence and other portions only have a 4ft. livestock fence (Photo 9). The airport does have a weed and mowing program in place to maintain grass height – this also includes sterilizing portions of the ground to prevent vegetation growth. As grasses and weeds are kept short it will help to reduce the number of seeds produced which should reduce the number of seeds available to granivorous birds. Shorter vegetation height will also reduce cover that many rodents desire, thus helping to reduce overall rodent numbers.

Photo 9. Wildlife fence partially around the perimeter at KDIJ. (credit USDA-WS Jared Hedelius)

Wildlife Mitigation Improvements and Recommendations:

As mentioned above, wildlife mitigation can be very extensive and expensive, but GA airports can implement several wildlife mitigation procedures to help reduce the risk of aircraft strikes with wildlife. Listed below are several ways to reduce wildlife, especially birds from being attracted to or entering airport property. These methods can be implemented by the owner of the property or someone employed by the owner. Many of these items can be implemented with minimal cost and time spent from airport owners or their employees.

1. Consider the preparation of a WHMP. This document should be scaled to fit the budget and operation levels of KDIJ as it is not a requirement of GA airports. The USDA-WS feels that, if the information collected from the surveys and following recommendations are taken and incorporated into a WHMP, potential for a wildlife-aircraft strike will be reduced.
2. Consider establishing a Wildlife Hazard Work Group. This can consist of airport management and other airport staff, neighboring property owners, local land development companies, IDFG and USDA-WS. USDA-WS can act as a liaison for the airport at the request of the airport.
3. An 8-10ft. perimeter fence should be erected around the entire perimeter of the airport and maintained at all times (Photo 10). This fence will not keep any birds out, but is one of the first steps to exclude large ungulates (i.e. moose and elk) from accessing the airfield. Elk and moose have been seen on KDIJ property at different times of the year. It will also reduce smaller mammals (i.e. coyotes) from accessing the airfield.
4. Regular inspections of the perimeter fence to ensure animals are not digging under it, filling any holes noticed, and ensuring the gates are not left open.
5. A “call tree” or contact list provided to airport employees of personnel from the IDFG or the local sheriff’s office who can quickly address elk, moose, or any other large animals that enter airport property. An MOU should be in place with the IDFG on how to best address big game and other game species that may be found at KDIJ.
6. Most birds can be hazed or harassed without a MBDP. This can be done, but not limited to, shooting cracker shells or whistlers from a firearm, propane cannons, sirens, or any other type of loud noise makers to scare birds away from the airport. A list of Threatened and Endangered Species in Idaho that have additional protections can be found at: https://www.fws.gov/endangered/

7. A MBDP can be obtained annually to lethally remove any federally protected birds that become habituated to hazing and harassing. Depending on the bird species, this permit may be needed to remove eggs/nests found within the perimeter fence. The USFWS will issue the permit. The USDA-WS will aid in necessary paperwork for the permit.
8. Several wildlife species that are federally protected can be found close to KDIJ, including T&E species. Federally protected wildlife have maximum levels of conservation status and a MOU should be in place with the local USFWS on how to best deal with these species if found at KDIJ.
9. If bird nesting on site is noticed, immediate actions must be taken to remove and discourage nest building. This can also be done with the above depredation permit. Bird spikes or other physical deterrents should be purchased and installed on objects (light poles) where birds are noticed nesting or perching.
10. Trees, which can start to grow on airport property, should be removed as they become a perfect nesting/perching place for birds. Not only do trees provide cover, protection, and perching opportunities, some also produce an abundance of berries and fruits and must not become available for birds (Photo 11).
11. Continue with the current mowing and weed program to keep grasses and weeds at a minimal height (6-10 inches). Depending on the species of grass, this may help to reduce the production of seeds, insects and rodents. Also, ensure vegetation (shrubs) does not become established along the perimeter fence.
12. Airport management should also oppose poor land uses and developments off airport property that would be incompatible or pose a risk to normal airport operations (See FAA's, AC 150/5200-33C, "Hazardous Wildlife Attractants on or Near Airports").

Photo 10. Perimeter fence not maintained at KDIJ. (credit USDA-WS Jared Hedelius)

Photo 11. Fruit grown on certain trees off-site. (credit USDA-WS Jared Hedelius)

Conclusions:

Overall, the wildlife observations at KDIJ were not excessive, but there was a definite increase in observations during the summer months. As noted, wildlife observations then dropped rapidly in the fall months, very few observations were documented in the winter months, and wildlife numbers began to slowly increase in the spring months. Flocks of ducks, geese or other waterfowl migrating through the area during the fall or spring seasons were never observed. Even though there were limited wildlife surveys done off-site from the airport, there was only one observation of birds showing flock behavior (large numbers). This observation was of European starlings flying across the airfield to an unknown location. All other wildlife (including birds) observed were never seen in large numbers. Nevertheless, the threat of a wildlife strike is just as real and just as dangerous and steps to prevent and reduce them should be taken.

USDA-WS feels that, if the information collected from the surveys and recommendations listed above are taken and incorporated into a WHMP, potential for a wildlife-aircraft strike will be reduced. USDA-WS recommends the actions listed above be incorporated to some degree. If a MBDP is obtained by the airport, hazing/harassing and lethal removal of federally protected birds can be dealt with immediately – year round.

If further questions and/or concerns arise, USDA-WS is available to provide further advice and assistance on any wildlife issues related to the airport or surrounding properties.

Table 1. Ranking of 25 species groups as to relative hazard to aircraft (1=most hazardous) based on three criteria (damage, major damage, and effect-on-flight), a composite ranking based on all three rankings, and a relative hazard score. Data were derived from the FAA National Wildlife Strike Database, January 1990–April 2003.[1]

	Ranking by criteria				
Species group	Damage[4]	Major damage[5]	Effect on flight[6]	Composite ranking[2]	Relative hazard score[3]
Deer	1	1	1	1	100
Vultures	2	2	2	2	64
Geese	3	3	6	3	55
Cormorants/pelicans	4	5	3	4	54
Cranes	7	6	4	5	47
Eagles	6	9	7	6	41
Ducks	5	8	10	7	39
Osprey	8	4	8	8	39
Turkey/pheasants	9	7	11	9	33
Herons	11	14	9	10	27
Hawks (buteos)	10	12	12	11	25
Gulls	12	11	13	12	24
Rock pigeon	13	10	14	13	23
Owls	14	13	20	14	23
H. lark/s. bunting	18	15	15	15	17
Crows/ravens	15	16	16	16	16
Coyote	16	19	5	17	14
Mourning dove	17	17	17	18	14
Shorebirds	19	21	18	19	10
Blackbirds/starling	20	22	19	20	10
American kestrel	21	18	21	21	9
Meadowlarks	22	20	22	22	7
Swallows	24	23	24	23	4
Sparrows	25	24	23	24	4
Nighthawks	23	25	25	25	1

[1] Excerpted from the *Special Report for the FAA, "Ranking the Hazard Level of Wildlife Species to Civil Aviation in the USA: Update #1, July 2, 2003".* Refer to this report for additional explanations of criteria and method of ranking.

[2] Relative rank of each species group was compared with every other group for the three variables, placing the species group with the greatest hazard rank for $\geq$ 2 of the 3 variables above the next highest ranked group, then proceeding down the list.

[3] Percentage values, from Tables 3 and 4 in Footnote 1 of the *Special Report*, for the three criteria were summed and scaled down from 100, with 100 as the score for the species group with the maximum summed values and the greatest potential hazard to aircraft.

[4] Aircraft incurred at least some damage (destroyed, substantial, minor, or unknown) from strike.

[5] Aircraft incurred damage or structural failure, which adversely affected the structure strength, performance, or flight characteristics, and which would normally require major repair or replacement of the affected component, or the damage sustained makes it inadvisable to restore aircraft to airworthy condition.

[6] Aborted takeoff, engine shutdown, precautionary landing, or other.

TABLE 2. SPECIES	LOCATION	LOAFING	FLYING	SOARING	FEEDING	NUMBER	FEDERALLY PROTECTED
AMERICAN CROW	On-site Off-site	X			X	12	Yes
AMERICAN KESTREL	On-site Off-site	X	X			12	Yes
AMERICAN ROBIN	On-site Off-site	X				2	Yes
BARN SWALLOW	On-site Off-site		X			8	Yes
COMMON RAVEN	On-site Off-site	X	X			6	Yes
EUROPEAN STARLING	On-site Off-site		X X		X	85 1	No
FINCH (UNIDENTIFIED)	On-site Off-site	X				1	Possibly
BLACK-BILLED MAGPIE	On-site Off-site	X				8	Yes
MALLARD DUCK	On-site Off-site	X				1	Yes
WESTERN MEADOWLARK	On-site Off-site	X	X			9	Yes
RED-TAILED HAWK	On-site Off-site	X X	X	X		16 1	Yes
ROUGH-LEGGED HAWK	On-site Off-site	X				2	Yes
HOUSE SPARROW	On-site Off-site	X	X			25	No
TURKEY VULTURE	On-site Off-site			X		1	Yes
SHIRAS MOOSE	On-site Off-site	X			X	2	No
GRIZZLY BEAR	On-site Off-site	Never Seen					Yes
N. AMERICAN WOLVERINE	On-site Off-site	Never Seen					Yes

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Morgan Einspahr LEED GA

From: Barrilleaux, Janell (FAA) <Janell.Barrilleaux@faa.gov>
Sent: Monday, June 15, 2020 1:32 PM
To: lkyle@driggsidaho.org
Cc: Stilson, Diane (FAA); Engebrecht, Steve (FAA); Morgan Einspahr LEED GA
Subject: WHSV acceptance
Attachments: Driggs-Reed Memorial Airport Site Visit_FINAL.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Lori Kyle
Administrative Coordinator
Driggs Reed Memorial Airport
60 South Main Street
Driggs, Idaho 83422

Subject: Wildlife Hazard Site Visit Report
Driggs-Reed Memorial Airport
Driggs, ID

Dear Ms. Kyle,

The Federal Aviation Administration (FAA) has reviewed the revised Wildlife Hazard Site Visit (WHSV) we received on June 12, 2019 prepared by Jviation, Inc. FAA accepts this WHSV and the measures proposed based on the expertise of the qualified airport wildlife biologist.

Please coordinate with the Helena Airport District Office (ADO) before implementing any project related to wildlife hazard mitigation that may be subject to FAA approval and/or be eligible for AIP funding. Any development project or any project that receives federal funding will be subject to the National Environmental Policy Act (NEPA); therefore, early coordination with the ADO is prudent.

Thank you very much for the submittal. If you have any questions, please call me at (206) 231-4107, or Diane Stilson of the Helena Airports District Office at (406) 441-5411.

Janell Barrilleaux
Environmental Program Manager

cc: Diane Stilson, HLN-ADO

Please consider the environment before printing this email

_____
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