

WILDLIFE HAZARD MANAGEMENT PLAN

Pensacola International Airport (PNS) Pensacola, FL



Developed by:
PENSACOLA INTERNATIONAL AIRPORT
2430 Airport Boulevard
Pensacola, FL 32504

In cooperation with:
UNITED STATES DEPARTMENT OF AGRICULTURE
Animal and Plant Health Inspection Service
Wildlife Services
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Federal Aviation Administration
Southern Region Airports Division

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TABLE OF REVISIONS

This Wildlife Hazard Management Plan is incorporated into the Pensacola International Airport (PNS) Airport Certification Manual. The bottom of each page contains a date in the footer, which is the date that the particular page was printed. The latest dated page will be the most current for the policy. The master document is contained in the offices of the PNS Airport Operations Manager. Revisions to this plan will be recorded on the revisions page below.

DATE	PAGE and REVISION
August 2014	Page 11 – Changed “insect control” and “seed and fertilize” to ongoing Updated target dates to 2015 for “replace fence” and “rubber flaps” Added line item for “exclusion devices” Page 12 – “Computerized database” and “wildlife coordinator” updated to complete Added line item for “The Pit” Page 15 – Changed grass height to 14 inches
February 2015	Preface – Changed names and phone numbers of Operations Officers
June 2015	Change Maintenance Director Name
March 2016	Update Preface Page WHMP
August 2016	Update data in the Preface Page
February 2017	Update directors Information, Update Agency data. pages 36 and 37.
July 2017	Remove Asst. Director Name
March, 2018	Update page 3
March, 2019	Page 3-Update Preface, Page 4-Update revisions Page, Page 12-Update Completion dates, Page 15-Modify grass height, Page 26 Section 5.2-add “Air Rifle”.
September 2019	Page 3 Corrected Airport Maintenance manager title, Page 11 – updated management projects status.
August 2021	Relocated Table of Revisions from page 4 to pages iv and v; Updated Preface, Page 3 staffing changes; corrected Appendix A reference is 3.2 Attractants, 3.2.1 General Zone and Critical Zone; corrected last sentence Section 5,

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EXHIBIT 17

PENSACOLA INTERNATIONAL AIRPORT

WILDLIFE HAZARD MANAGEMENT PLAN

DATE	PAGE and REVISION
	Resources, 5.4
August, 2022	Table of Revisions page v; Update Preface, Page 3 Staffing changes
May 2024	Replaced “should” with “shall” where applicable throughout document; Page 3 Staffing changes; Page 6 changed cite to CFR Title 14 FAR part 139.337(f); Page 6 noted CertAlert (No. 97-09) cancelled and not replaced; Page 7 changed annually to every 12 consecutive calendar months; Page 8 changed cite to FAR 139.337(f)(1); Page 8 FAA ACSI will attend when able; Page 10 USDA-Wildlife Services (WS) duties see Appendix H; Page 11 cite changed to FAR 139.337(f)(2); Page 12 permits annually, training annually; Page 18 cite changed to FAR 139.337(f)(3); Page 26 cite changed to FAR 139.337(f)(4); Page 26, section 5.3, bird identification guide (print or digital), wildlife control log sheets contained in binder in the AOC and completed when required; Page 28 cites changed to FAR 139.337(f)(5)(i), (ii), (iii); Page 30 cite changed to FAR 139.337(f)(5)(iv); Page 39 removed reference to cancelled CertAlert 04-09; Page 40 inserted current Depredation Permit expires 03/31/25; Pages 41-48 FWC Endangered Species list updated December 2022; Pages 49-51 added PNS fulltime USDA Wildlife Biologist duties; replaced two instances of Notice to Airmen with Notice to Air Mission
July 2024	Updated aerial photo on cover page; updated Airport Operations Manager
April 2025	Updated cover page, removed K from PNS and throughout document to conform with other manuals; updated Preface, Distribution with OPS-5, updated Airport Maintenance Manager, and added ARFF BC and Lieutenants (via Vector Solutions), updated USDA Assistant State Director contact and phone number for WHMP distribution; spelling correction on page 9; page 23 harassment of eagles no longer requires a separate permit; page 26 Supplies: airport has pump action and/or break action 12 gauge shotguns; page 38: Technical Assistance, change contact Wildlife Technician to District Supervisor for assistance as PNS has fulltime USDA Wildlife Biologist on staff; page 40, added screen grab of recently updated Depredation Permit valid through 12/31/25
September 2025	Distribution, removed Ken Ibold, updated Roy Remington to Deputy Airport Director, added new OPS Officer Maksym Chuprin

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EXECUTIVE SUMMARY

Pursuant to CFR Title 14 FAR part 139.337(e), the Pensacola International Airport (PNS) developed this Wildlife Hazard Management Plan (WHMP) in cooperation with the U.S. Department of Agriculture’s Wildlife Services program. This plan will be reviewed periodically by the Wildlife Hazard Working Group and will be updated if changing circumstances merit. All changes made to the WHMP will be sent to the FAA for approval.

The plan places emphasis on identification and abatement of wildlife hazards within the airfield environment. Additional wildlife attractants (e.g., lakes, golf courses, landfills, etc.) within 5 miles of the airfield are also addressed, since they could potentially attract wildlife in a manner that could jeopardize the safety of air traffic operating into and out of PNS.

PNS will take immediate measures to identify and mitigate wildlife hazards whenever they are detected or whenever airport management has been advised that hazardous conditions exist. The plan outlines steps for monitoring, documenting, and reporting potential wildlife hazards and strikes at PNS. Protocols for responding to hazardous wildlife situations are presented, including the roles and responsibilities of airport personnel. Wildlife control procedures for birds and mammals are also discussed.

Habitat on and around the airfield will be managed, when possible, in a manner that is non-conducive to hazardous wildlife, and the plan outlines priorities for habitat management, including target dates for completion.

Most wildlife is afforded some type of protection under state or federal regulations. Therefore, special permits may be required for their control. The plan outlines laws and regulations governing the harassment or take of various types of wildlife. PNS’s permit status for each type of wildlife is discussed, and a copy of the federal migratory bird depredation permit is included as an Appendix K to the plan.

PNS will maintain an adequate supply of resources for dispersing and controlling wildlife, including frightening devices (e.g., pyrotechnics, propane cannons) and firearms, and will work with outside entities for wildlife capture, restraint or taking. PNS personnel will be trained to properly identify wildlife and apply wildlife deterrent equipment in a safe and efficient manner, as outlined in this plan.

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SIGNATORIES

The following Wildlife Hazard Management Plan for Pensacola International Airport (PNS) has been reviewed and accepted by the FAA. It will become effective with the following signatures:



2025.09.24 12:48:16
-05'00'

Airport Director

Date

FAA Airport Certification Inspector

Date

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PREFACE

This Wildlife Hazard Management Plan was written to fulfill the requirements of CFR Title 14 FAR Part 139.337(e) for Pensacola International Airport (PNS). This plan is intended specifically for the Airport’s use to monitor and reduce wildlife hazards.

DISTRIBUTION OF WILDLIFE HAZARD MANAGEMENT PLAN

NAME / POSITION / PHONE	AGENCY / ADDRESS
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Roy Remington, Airport Deputy Director (850) 436-5131	Pensacola International Airport
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Anthony Howard, Airport Maintenance Manager (850) 436-5028	Pensacola International Airport
ARFF BC and Lieutenants (via Vector Solutions)	Pensacola International Airport
FAA Southern Region Airport Certification Safety Inspector	Federal Aviation Administration (FAA) Certification and Standards Branch
Jeremy Butts, Assistant State Director (352) 281-1993	USDA-APHIS-Wildlife Services

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LIST OF ACRONYMS

AC	Advisory Circular
ADO	Airports District Office
AGL	Above Ground Level
AOA	Airport Operations Area
ASOCS	Airfield Safety & Operations Compliance
ATCT	Air Traffic Control Tower
ATIS	Automated Terminal Information System (at PNS 121.25)
CFR	Code of Federal Regulations
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FWC	Florida Fish and Wildlife Conservation Commission
PNS	Pensacola International Airport
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
NOTAM	Notice to Air Mission
SIDA	Security Information Display Area
T&E	Threatened and Endangered Species
USCOE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan
WHWG	Wildlife Hazard Working Group
WS	Wildlife Services

1.0 - INTRODUCTION

OVERVIEW

Wildlife Hazard Management Plans (WHMPs) address the responsibilities, policies and procedures necessary to reduce wildlife hazards at airports. Recognizing the potential hazards wildlife pose to aircraft and human lives, the Federal Aviation Administration (FAA) requires airports that incur bird-aircraft strikes to implement a WHMP according to Code of Federal Regulations (CFR) Title 14 FAR part 139.337(e). The WHMP must include seven required components according to CFR Title 14 FAR part 139.337(f). Each of these components is sequentially represented as a separate chapter in this document. These required categories are as follows:

1. The persons who have the authority and responsibility for implementing the plan.
2. Priorities for needed habitat modification and changes in land use identified in the ecological study, with target dates for completion.
3. Requirements for and, where applicable, copies of local, state and Federal wildlife control permits.
4. Identification of resources to be provided by the certificate holder for implementation of the plan.
5. Procedures to be followed during air carrier operations, including at least-
 - (i) Assignment of personnel responsibilities for implementing the procedures;
 - (ii) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
 - (iii) Wildlife control measures; and
 - (iv) Communication between the wildlife control personnel and any air traffic control tower in operation at the airport.
6. Periodic evaluation and review of the wildlife hazard management plan for-
 - (i) Effectiveness in dealing with the wildlife hazard; and
 - (ii) Indications that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.
7. A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by (d) of this section.

In addition to the requirements stated above, CFR Title 14 FAR part 139.337(f) outlines procedures and personnel responsibilities for notification regarding new or immediate hazards, and describes the rapid response procedures for addressing new or immediate wildlife hazards. Section (f) is extremely important because it allows the WHMP to be promptly modified and updated to address new situations or changing circumstances. To augment compliance with CFR Title 14 FAR part 139.337(e), the FAA issued a CertAlert (No. 97-09, Cancelled 02/07/2020 & not replaced) to provide guidance to airports in developing their plans. This CertAlert contains a sample outline that was followed in the development of this plan.

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1.2 PROBLEM SPECIES

The species generally considered to present the greatest threats to aviation at PNS are birds with flocking tendencies or of relatively large size, such as crows, doves, pigeons, starlings and swallows. Large mammals such as coyotes may also present an extreme hazard, although they are not as common at PNS as birds. Juvenile animals and migratory species may also pose higher risks for aviation because of their general unfamiliarity with the airport environment.

1.3 PURPOSE AND SCOPE

Enhancing safe air carrier operations is a primary objective of PNS. Accomplishing this objective entails careful monitoring of all aspects of arriving and departing aircraft in the vicinity of PNS, including potential wildlife hazards on and around the airport. As part of its safety efforts, PNS intends to implement and maintain a WHMP according to CFR Title 14 FAR part 139.337(e) to address potential wildlife hazards at PNS and surrounding areas, with a particular emphasis on hazards within approximately 2 miles of the airfield (see **Appendix A**). In addition to addressing general wildlife hazards, this plan will present specific protocols for monitoring and responding to unforeseen wildlife hazards that may arise from land-use developments within the two-mile critical zone.

It is important to note that Part 139.337(f) underscores the need for a flexible plan that can be quickly adapted to changing circumstances. In some rare cases, however, immediate actions may be necessary that are not addressed in this plan to ensure the safety of airport patrons. This plan provides PNS with the discretion and capability to respond to these situations, while providing guidance for compliance with applicable federal, State and municipal laws or regulations. The latitude afforded PNS management when administering this plan is discussed in CFR 14 - Part 139.113, which states:

“In emergency conditions requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, the certificate holder may deviate from any requirement of Subpart D of this part to the extent required to meet that emergency. Each certificate holder who deviates from a requirement under this paragraph shall, as soon as practicable, but no later than 14 days after the emergency, report in writing to the Regional Airports Division Manager stating the nature, extent and duration of the deviation.”

This plan will be valid until PNS management or FAA determines that the plan should be updated due to changed conditions or new needs for action. The plan will be reviewed at least every 12 consecutive calendar months to ensure it still pertains to conditions at the time of review, but it may also be revisited more often if situations or hazards arise that merit evaluation.

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2 - AUTHORITY

FAR 139.337(f)(1) The persons who have authority and responsibility for implementing the plan.

PNS's Airport Director has the authority and responsibility of designating a Wildlife Coordinator to implement the WHMP. Each department and associated agencies have responsibilities outlined in the WHMP and must incorporate them into their programs. Clear communication among airport personnel is essential for the WHMP to succeed. Personnel working at the airport will communicate resource needs, recommendations and progress to the designated Wildlife Coordinator. The Airport Director will ensure that the WHMP is approved by the FAA and that the WHMP and amendments comply with federal, State and local laws and regulations.

2.1 WILDLIFE HAZARD COMMITTEE / WORKING GROUP (WHWG)

The Wildlife Hazard Working Group is responsible for reviewing the WHMP, as it relates to each member's respective departmental duties on at least an annual basis. In addition, the group will monitor activities, status and make recommendations to the Wildlife Coordinator, who will in-turn review and grant approval if satisfied with the progress of the WHMP. The working group will meet once a year, with intermittent meetings when necessary.

The Wildlife Hazard Working Group will be represented by:

- Assistant Airport Director - Operations (Wildlife Coordinator)
- Airport Operations Manager
- Airport Operations Officer(s)
- Airport Maintenance
- FAA Airport Certification Safety Inspector (when able)
- Wildlife Services Biologist (USDA)

2.2 PERSONS RESPONSIBLE FOR IMPLEMENTING THE PLAN AND THEIR PRIMARY RESPONSIBILITIES

2.2.1 Assistant Airport Director - Operations (Wildlife Coordinator)

- Establish Wildlife Hazard Working Group for PNS.
- Supervise, coordinate and monitor wildlife control activities as outlined in the WHMP.
- Update the WHMP as necessary.
- Disseminate information and assignments through the Wildlife Hazard Working Group.
- Pre-approve and coordinate landscape changes beforehand with Wildlife Services and/or a Biologist to ensure wildlife attractants are prevented.
- Review all plans involving changes in land use or new airport structures/facilities to avoid inadvertently attracting wildlife to the area, and consult with a Wildlife Damage Biologist if necessary.
- Review designs of new structures/facilities with a Wildlife Damage Biologist during the planning stages for input on designs that are unattractive to wildlife.
- Involve a Wildlife Damage Biologist with land use planning and mitigation efforts.

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- Provide public relations support for wildlife control activities as necessary.

2.2.2 Airport Operations Manager / Airport Operations Officers

- Alleviate all attractants deemed an imminent hazard and if necessary, coordinate a runway closure to remedy wildlife hazards.
- Coordinate the issuance of Notice to Air Mission (NOTAM). In addition, have the Air Traffic Control Tower (ATCT) advise pilots on ATIS (Automated Terminal Information System).
- Ensure only properly trained and badged wildlife control personnel operate on the AOA in accordance with FAA regulations (e.g. SIDA). Such training includes radio communications, driving on the AOA and safe use of firearms and pyrotechnics.
- Monitor facilities and tenant concerns for wildlife problems.
- Keep a log of all wildlife strikes and control actions and forward reports to FAA as necessary.
- Make wildlife strike report forms (FAA form 5200-7 [**Appendix B**]) readily available to airport operations and pilots, and encourage submission of the forms to the appropriate governmental agencies and wildlife control personnel.
- Ensure wildlife attractants are reduced through habitat modifications. Work with airport maintenance to alter wildlife habitat as needed.
- Conduct frequent physical inspections of areas critical to wildlife hazard management.
- Inspect critical areas for wildlife activity and strikes and maintain a record of the action, even if no wildlife was present.
 - Harass wildlife from critical areas when appropriate as outlined in Chapter 6.
 - Record all wildlife activity or animals dispersed or shot on the “Daily Wildlife Activity Report” (**Appendix C**) and animal carcasses found on the airfield without information as to time and cause of death on the “Wildlife Incident Report” (**Appendix C**), and report to the Wildlife Coordinator.
- Obtain depredation permits to control migratory birds and if necessary, mammals, from Federal or state wildlife agencies.

2.2.3 Airport Maintenance

- Ensure wildlife-attracting refuse does not accumulate in fields and ditches on the airport.
- Maintain ditches and fields to ensure that water flows, thereby avoiding pooling and accumulation of refuse on the airport.
- Assist with, or contract out habitat modifications addressed in the Wildlife Hazard Assessment (WHA), such as vegetation maintenance along ditches, brush removal and tree pruning.
- Maintain the perimeter fence line to exclude large mammals such as deer and coyotes.
- Pick up all trash and debris on the airfield.
- Minimize pooling formed by rain on tarmac and infield areas, grade or drain if necessary.
- Assist with wildlife control activities involving field rodents, rabbits and bird abatement, and other programs.
- Inform Wildlife Coordinator of rodents and other wildlife found in and around buildings.
- Rodent-proof buildings, dumpsters and other refuse containers to the extent feasible.



2.2.4 Federal Aviation Administration (FAA)

- Assist PNS in reviewing construction plans for potential wildlife hazards to aircraft.

2.2.5 USDA-Wildlife Services (WS)

- See Appendix H



3 - HABITAT MANAGEMENT

FAR 139.337(f)(2) Priorities for needed habitat modification and changes in land use identified in the ecological study (Wildlife Hazard Assessment) with target dates for completion

3.1 OVERVIEW

Habitat management provides the most effective long term remedial measure for reducing wildlife hazards on, or near, airports. Habitat management includes the physical removal, exclusion, or manipulation of areas that are attractive to wildlife. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazard to aviation. Habitat modifications will be monitored carefully to ensure they reduce wildlife hazards and do not create new attractions for different wildlife. **Table 1** lists a series of both habitat and non-habitat based action items/priorities, with target dates for completion.

Table 1. Management priorities for projects to reduce wildlife hazards at PNS are listed, along with the target dates for completion and the actual date each project was completed. Note that some of the projects may have already been implemented or completed, but because they require a continued effort (e.g. brush removal from drainage ditches), they are listed as “ongoing.”

PNS WILDLIFE MANAGEMENT PROJECTS	TARGET DATE	DATE COMPLETED
Replace fence in areas prone to canid dig-under to include a footer or buried fence to prevent future dig-under.	Ongoing	
Initiate insect control / pesticides on airfield.	Ongoing	
Install “rubber flaps” or other devices on gates to prevent coyote access.	2015	2015
Seed or fertilize areas of airfield with poor grass cover.	Ongoing	
Trap coyotes within the perimeter fence.	Ongoing	
Install exclusion devices and/or bird deterrent chemicals on the high mast lights located around the air carrier ramp.	As Needed	
Evaluate potential wildlife hazards associated with new construction and landscaping on PNS.	As Needed	
Thin select timber and other vegetation from within the AOA and establish a uniform grass monoculture in cleared areas.	Ongoing	
Remove ground cover vegetation that has been found to be attractive to wildlife.	Ongoing	
Conduct grass management at recommended height and distance.	Ongoing	

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PNS WILDLIFE MANAGEMENT PROJECTS	TARGET DATE	DATE COMPLETED
Maintain updated migratory bird depredation permits.	Annually	
Stock and maintain wildlife control supplies such as pyrotechnics, propane cannons, etc.	Ongoing	
Develop a computerized database for tracking wildlife strikes and control efforts.	Complete	2013
Maintain a zero-tolerance wildlife control program on airfield.	Ongoing	
Designate a Wildlife Coordinator.	Complete	2017
Reconstruction of the area known as “The Pit” to remove habitats for wildlife, particularly coyotes and rabbits.	Complete	2016
Train employees in the safe and effective application of wildlife dispersal measures.	Annually	
Prohibit feeding of wildlife on airport property.	Ongoing	
Provide dumpsters and trashcans to ensure trash are placed in proper containers.	Ongoing	
Other: Review other recommendations and suggestions provided in the Wildlife Hazard Assessment.	Annual	

3.2 ATTRACTANTS

3.2.1 General Zone and Critical Zone

The *General Zone* for PNS are defined as the area within a five-mile radius of the runway centerline. Wildlife attractants in this area could potentially influence air traffic safety operating out of PNS, particularly those attractants that lie within the approach and departure patterns. The objective of this plan is to actively reduce attractive wildlife habitat on property under the control of PNS, while working cooperatively with adjacent property owners to discourage land-use practices that might increase wildlife hazards.

The area within a 10,000-foot radius of the runway centerline is delineated as the *Critical Zone* (see aerial in **Appendix A**). Control efforts will be primarily concentrated within this area because within 10,000 feet of the runway centerline is the area where arriving and departing aircraft are typically operating at or below 500 feet AGL, an altitude that also corresponds with the most bird activity. Approximately 75% of all civil bird-aircraft strikes occur within 10,000 feet of the airfield from which they depart or arrive.

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3.2.2 Edge Removal

Edges (ecotone) are the places where different habitats meet and are often most attractive to wildlife because the animal’s biological needs can be met in a relatively small area. The majority of the airfield is covered in grass but there are several areas where edge habitat exists. Select trees and woody vegetation standing on the airfield will be thinned.

3.2.3 Airport Building Projects

The Wildlife Coordinator shall participate in the initial and early phases of all airport building projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes. New projects and construction activities will be designed in a manner that minimizes wildlife attractants. The FAA’s Airports District Office (ADO) reviews proposed construction activities for potential wildlife attractions when the FAA Form 7460-1 application is submitted, and may also solicit input from Wildlife Services.

3.2.4 Non-airport Land-use Projects

Whenever possible, the Airport Director will actively participate in land-use decisions and landscape changes to avoid inadvertent creation of wildlife hazards to aircraft. The FAA’s Airports District Office and Safety and Standards Branch of the FAA Region (directory in **Appendix D**) will provide technical guidance to PNS in addressing land-use compatibility issues. If PNS or the FAA requests assistance from Wildlife Services (as per a Memorandum of Understanding (MOU) between FAA and Wildlife Services [**Appendix E**]), then Wildlife Services will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed projects that will likely increase bird numbers within flight zones will adamantly be discouraged or mitigated to a safe level. Incompatible land uses may include developments such as water reservoirs, parks with artificial ponds, wetlands, waste handling facilities and wildlife refuges/sanctuaries. These types of land-use changes will be monitored for compatibility by working with the local planning authorities. Also, any type of landscaping on off-site locations shall be evaluated for wildlife attractiveness before it is installed or planted.

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3.3 WATER MANAGEMENT

3.3.1 Overview

PNS has low lying drainage areas around airport property. These sites found on the airfield can attract a moderate number of birds and mammals throughout the year if water is left to pool for more than 2 to 3 days. Temporary open water areas will be monitored by PNS and covered or removed if deemed necessary. Control efforts, including harassment and lethal control will be used as appropriate to minimize wildlife use of these areas. Water sources outside of PNS property, but within the critical area of PNS, will be monitored and PNS will work with local agencies and landowners to help deter hazardous wildlife.

3.3.2 Wetlands

There are no small man-made or naturally occurring streams in the vicinity of the airport, nor are there any wetlands within the AOA. Any future wetland mitigation resulting from airport construction projects will be implemented as far away from the airfield as possible, unless it can be demonstrated with reasonable certainty that the mitigation would not likely increase wildlife hazards and will comply with criteria described in FAA Advisory Circular 150/5200-33 and recommendations with a federal interagency Memorandum of Agreement regarding reduction of wildlife threats at airports and wetland mitigation. Wetland mitigation projects will be reviewed by the Wildlife Coordinator.

3.3.3 Temporary Standing Waters and Ditches

During months with increased precipitation, small depressions can develop within the infield areas. These areas may fill up with water for short periods of time and can become attractive to wildlife. Airport Maintenance shall monitor the airfield for the development of areas and fill and/or grade the areas so that water consistently drains in a timely manner. Ditches shall be appropriately sloped so that water does not pool and leaves the airfield in a reasonably short amount of time.

3.4 VEGETATION MANAGEMENT

3.4.1 Overview

PNS contains diverse vegetation types, some of which are attractive to wildlife. The most effective approach to reducing this attraction in the critical zone is to remove all unnecessary trees, shrubs, weeds and plants, and establish non-seeding or small-seeded grass, especially within 250 feet of the runway. The PNS wildlife hazard committee should review all plantings on PNS property and exclude those species that produce edible fruits, nuts or berries if these plants create an attraction to hazardous wildlife. PNS' airfield primarily consists of short grass thus minimizing the amount of attractive shrubs and herbaceous cover available to wildlife.

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3.4.2 Grass Management

Other than paved areas, grass will be the primary cover inside the perimeter security fence. FAA CertAlert No. 98-05 advises that “airport operators should ensure that grass species and other varieties of plants attractive to hazardous wildlife are not used on the airport.” In addition, grasses that produce large seeds and are known to be attractive to wildlife will be avoided when planting new areas.

3.4.2.1 Grass Type

The type of grass used within the perimeter fence and between the runways should produce small or no seeds, but still be able to generate new growth or re-seed itself to provide a thick, monotypic stand and prevent erosion. The selected ground cover should withstand drought, flooding and other normal climatic conditions, and be somewhat unpalatable to grazers such as geese, wild ducks and deer. The grasses should also harbor relatively few insects and rodents that may attract hawks, owls, starlings, and other hazardous wildlife species. Grasses indigenous to the local area would be preferable at PNS when replanting as part of a construction or mitigation project, provided it can be demonstrated the seed produced poses no significant wildlife attraction. The primary grasses used at PNS will be varieties of Bermuda or Bahia.

3.4.2.2 Grass Height

Grass height throughout the airfield will be maintained at a height of 7 to 14 inches, except around runway and taxiway marker lights and signs where it will be cut to 3 inches for purposes of visibility. Grass height will be maintained throughout the year, with the first mowing activities beginning when the infield is firm enough to allow equipment access and the grass is sufficiently long to merit cutting.

3.4.2.3 Mowing

Mowing is quite attractive to several species of birds and mammals because it exposes food sources such as rodents, insects, worms and seeds. If cutting is being conducted during the day and birds are attracted to activity, the mowing should be stopped until the birds have been successfully hazed from the area. Mowing activities will be coordinated with the wildlife dispersal team.

3.4.3 Ornamental Landscaping

Landscaping at the airport can affect tourism, business, and the overall impression of the PNS vicinity to visitors therefore, landscaping needs to be aesthetically pleasing. However, it must not compromise the airport’s more important responsibility of air safety. Trees and bushes that offer hunting perches, roosting and loafing sites, nesting cover and food for birds and other wildlife will be removed. Ornamental trees and bushes used to enhance airport aesthetics will be kept to a minimum, and varieties that are unattractive to wildlife will be selected. Species which produce edible fruits, nuts or berries will not be used on PNS property if they might attract hazardous wildlife.



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3.5 STRUCTURE MANAGEMENT

3.5.1 Overview

Structures provide cover and hunting perches for wildlife. If wildlife is considered when a building is being designed, costly control measures can be avoided. Buildings shall not provide nesting, perching or roosting sites for birds and shall inhibit access by mammals such as rodents.

3.5.2 Airport Structures

If airport structures such as runway lights, ramp and taxiway signs, ILS towers and light poles are found to be used as problematic hunting and loafing perches for birds, such as hawks and doves, the structures may be fitted with wire coils or porcupine wire (e.g. Nexalite) or other exclusion devices.

3.5.3 Abandoned Structures

Structures not pertinent to air operations and no longer in use shall be removed, including abandoned sheds, machinery and light poles. Such structures are attractive to rodents, small birds, pigeons and rabbits and, in turn, attract hawks owls, and other predators that can become a significant air hazard.

3.6 FOOD / PREY-BASE MANAGEMENT

3.6.1 Overview

Rodents, rabbits, insects, and other invertebrates are highly attractive to many species of birds and mammals and shall be controlled where feasible. Handouts, trash and scattered debris also provide food for wildlife. The modification or management of a wide variety of habitats such as wildlife-attracting vegetation and removal of abandoned structures will reduce populations of potentially hazardous wildlife by limiting shelter, food and prey availability.

3.6.2 Rodents

Mice, rats and voles at PNS are attractants of hawks and coyotes. Rodents were not identified as a major concern during the most recent Wildlife Hazard Assessment. If raptor sightings begin to increase, PNS will monitor these populations to determine whether rodent populations are the cause.

3.6.3 Insects and Other Invertebrates

Insects and other invertebrates may attract many species of wildlife at PNS, particularly cattle egrets, American kestrels, Mississippi kites, swallow-tailed kites and barn swallows. Insect populations will be monitored periodically by PNS to determine if they are present in sufficient numbers to attract wildlife. If control is deemed necessary, the Florida Department of Agriculture and Consumer Services can help select the best pesticide or control method. Habitat management and pesticide treatments will keep much of the prey population in check, but the airport will continue to monitor these populations for outbreaks.



3.6.4 Trash, Debris, and Handouts

Trash and debris are often responsible for attracting species such as starlings, gulls, crows, and pigeons. PNS maintenance will continue to conduct trash and FOD (foreign object debris/damage) collection sweeps on the airfield, especially after high winds. The public or airport employees shall not be allowed to feed birds or mammals around the airport.

4 - LAWS AND REGULATIONS

FAR 139.337(f)(3) Requirements for and, where applicable, copies of local, state, and Federal wildlife control permits.

4.1 OVERVIEW

Federal, State and local governments administer laws and regulations that manage wildlife and their habitat. A number of laws affect wildlife control at airports and PNS, and wildlife control personnel must understand and comply with the regulations. In general, taking most types of wildlife is regulated through a permit process, overseen by Federal or State agencies. Permits are necessary for a successful control program and will be obtained on a regular basis, or as required, by the wildlife coordinator.

4.2 FLORIDA WILDLIFE REGULATIONS

State wildlife laws are administered by the Florida Fish and Wildlife Conservation Commission (FWC). FWC’s jurisdiction includes resident and migratory birds, mammals, reptiles, amphibians and State threatened or endangered species. FWC does issue permits for the taking of problematic species under their control, but also has a specific law regarding wildlife on airports (FAC 68A-9.012). The Florida Department of Agriculture and Consumer Services regulates pesticide applicator licenses for individuals permitted to apply restricted-use pesticides.

4.3 FEDERAL REGULATIONS

Several Federal regulations, including the Migratory Bird Treaty Act, the Lacey Act, the Endangered Species Act, Eagle Protection Act, the National Environmental Policy Act and the Federal Insecticide, Fungicide, and Rodenticide Act regulate various aspects of PNS’s wildlife management activities. Additional regulations that may affect wildlife control activities at PNS are found in the Code of Federal Regulations (CFR), and several Federal agencies may be responsible for their implementation. Federal wildlife laws are typically administered by the U.S. Fish and Wildlife Service (USFWS) and involve primarily migratory birds and threatened and endangered species.

4.4 WILDLIFE CATEGORIES

Federal (CFR Title 50) and Florida state laws and wildlife codes define the categories of wildlife and regulations related to their management. For the purposes of this document, feral and free ranging dogs, cats and other domestic animals are considered “wildlife” because of the hazards they may pose to aircraft, but they are mostly regulated under other municipal laws. Wildlife categories include migratory and resident, game and non-game, and threatened and endangered species. Wildlife control personnel should know the category for the species that they intend to control, so that they can determine the relevant laws and necessary permits.

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4.5 GENERAL REGULATIONS FOR WILDLIFE CONTROL

Several regulations and permits apply to wildlife management activities at airports in Florida. Many of these regulations relate to safety, methods and special considerations or restrictions which are usually specified on the depredation permits.

4.6 BIRDS

4.6.1 Resident Game Birds

Resident game birds (e.g. turkey and quail) are non-migratory. Although they are not managed by the USFWS (and no Federal permit is required for take) they are protected by State law. Under FAC 68A-9.012, no state permit is required to take these species on an airport property for the purpose of ensuring aircraft and human safety.

4.6.2 Resident Nongame Birds

European starlings, pigeons and house sparrows are resident non-game birds that are classified as non-migratory, and no permit is required to take them.

4.6.3 Migratory Birds

Migratory birds (e.g. ducks, geese, vultures, mourning doves, etc.) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take or the destruction of their eggs. Migratory bird permits are not valid for eagles, and threatened or endangered species, which require separate permits for lethal take and harassment.

4.6.3.1 Migratory Bird Depredation Permit for PNS (CFR 50, Part 13)

A depredation permit to take federally protected migratory birds can be obtained by completing a Federal Fish and Wildlife Permit Application and submitting it to the U.S. Fish and Wildlife Service. The USFWS also requires that a Migratory Bird Damage Project Report (Form 37) completed by Wildlife Services accompany the permit application. PNS must keep a current Federal permit (**Appendix F**) to take any migratory bird. The Wildlife Coordinator will be responsible for the required annual renewal of the depredation permit, and will comply with the reporting requirements of the USFWS detailing the species and number of animals taken under the permit. Details for the permit uses are given below. Federally listed threatened and endangered migratory birds are identified in **Appendix G**.

4.6.3.2 Reporting Control Actions to USFWS

PNS shall submit a report of the animals taken to the USFWS to fulfill the requirements of this section and the federal permit.

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CFR 50 Part 21.41: CONTROL OF DEPREDATING BIRDS - Depredation permits

- (a) **Permit requirement.** Except as provided in 21.42 through 21.46, a depredation permit is required before any person may take, possess or transport migratory birds for depredation control purposes. No permit is required merely to scare or herd depredating migratory birds other than endangered or threatened species or bald or golden eagles.
- (b) **Application procedures.** Applications for depredation permits shall be submitted to the appropriate Special Agent in Charge (see 13.11 (b) of this Subchapter). Each application must contain the general information and certification by 13.12 (a) of this Subchapter plus the following additional information:
- (1) A description of the area depredations are occurring;
 - (2) The nature of the crops or other interests being injured;
 - (3) The extent of such injury; and
 - (4) The particular species of migratory birds committing the injury.
- (c) **Additional permit conditions.** In addition to the general conditions set forth in Part 13 of this Subchapter B, depredation permits shall be subject to the following conditions:
- (1) Permittees may not kill migratory birds unless specifically authorized on the permit.
 - (2) Unless otherwise specifically authorized, when permittees are authorized to kill migratory birds they may do so only with a shotgun not larger than No. 10 gauge fired from the shoulder, and only on or over the threatened area or area described on the permit.
 - (3) Permittees may not use blinds, pits or other means of concealment, decoys, duck calls, or other devices to lure or entice birds within gun range.
 - (4) All migratory birds killed shall be retrieved by the permittee and turned over to a Bureau representative or his designee for disposition to charitable or worthy institutions for use as food, or otherwise disposed of as provided by law.
 - (5) Only persons named on the permit are authorized to act as agents of the permittee under authority of the permit.
- (d) **Tenure of permits.** The tenure of depredation permits shall be limited to the dates which appear on its face, but in no case shall be longer than one year.

4.6.5 Depredation Order Birds

Depredation order birds are crows, blackbirds and cowbirds that are protected under the MBTA but may be taken when they are concentrated in such numbers and manner as to constitute a health hazard or other nuisance. Under the Depredation Order (50 CFR § 21.43), no federal permit is required to remove these birds *“when found committing or about to commit depredation ... or when concentrated in such numbers and manner as to constitute a health hazard or other nuisance...”*

CFR 50 Part 21.43: Depredation order for blackbirds, cowbirds, grackles, crows and magpies

A Federal permit shall not be required to control yellow-headed, red-winged, grackles, Brewer's blackbirds, cowbirds, crows and magpies,.... when concentrated in such numbers and manner as to constitute a health hazard or other nuisance **provided:**

- (a) That none of the birds killed pursuant to this section, nor their plumage, shall be sold or offered

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for sale, but may be possessed, transported, and otherwise disposed of or utilized.

- (b) That any person exercising any of the privileges granted by this section shall permit at all reasonable times including during actual operations, any Federal or State game or deputy game agent, warden, protector or other game law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to such officer whatever information he may require, concerning said operations.
- (c) That nothing in this section shall be construed to authorize the killing of such birds contrary to any State laws or regulations; and that none of the privileges granted under this section shall be exercised unless the person possesses whatever permits as may be required for such activities by the State concerned.

4.6.6 Domestic Birds

Currently State and Federal laws do not regulate these species, which includes domestic ducks, geese and poultry. [Note: The term “domestic” here does not include those migratory birds that have not migrated on their typical patterns, becoming more residential. It includes the classic white duck or goose commonly found on farms. A basic rule of thumb would be: *If it looks like a Mallard or Canada goose, it is one.*] No permit is required to take domestic birds. Domestic waterfowl may become a problem if they are abandoned on airport property. Taking these species should only be done by wildlife personnel trained to distinguish the differences between domestic and wild waterfowl with similar appearances. If other species of feral poultry or exotic birds are observed at PNS, the Wildlife Coordinator should be contacted for assistance with control methods. Care should be taken to determine if domestic fowl are private property and owner or local law enforcement contacted for removal.

4.7 MAMMALS

4.7.1 Game Mammals

Any mammal considered wildlife (domestic dogs and cats are discussed in 4.7.2), except black bear, that is not listed as federally threatened or endangered may be taken for the purpose of ensuring aircraft and human safety (FAC 68A-9.012). Mammals that may be of concern at PNS include coyote, red fox, grey fox, raccoon, rabbit, armadillo and opossum.

4.7.2 Domestic Mammals

For the purposes of this discussion, the primary domestic mammals are dogs and cats. When domestic mammals are found on the airfield, they shall be captured and turned over to local animal control. When they cannot be safely captured, local animal control shall be called immediately. Lethal removal of domestic animals shall only be done in emergency situations where human or aircraft safety is a concern.

4.7.3 Rodents

Rodenticides are the most common control method for these animals, so the applicator must have a current Certified Pesticide Applicator’s License issued by Florida Department of Agriculture and Consumer Services. The primary reason to control these mammals would be to reduce the prey base for

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predatory animals, including raptors and coyotes. Control activities will be coordinated by the Wildlife Coordinator, as needed, to address any identified concerns with these animals.

4.8 PROTECTED WILDLIFE

The Federal Endangered Species Act (Sec. 2 [16 U.S.C. 1531]) protects animal and plant species potentially threatened with extinction. This act classifies species as endangered or threatened. An “*Endangered Species*” is defined as “any species or subspecies which is in danger of extinction throughout all or a significant portion of its range.” A “*Threatened Species*” is defined as “any species or subspecies which is in danger of becoming an endangered species within the foreseeable future throughout or over a significant portion of its range.” Once listed, a threatened or endangered species cannot be taken or harassed without a special permit. Eagles are also afforded protection under the U.S. Eagle Protection Act. In Florida, several additional species are given special protection by being listed as state species of special concern, threatened or endangered species.

4.8.1 Federally Threatened or Endangered Species

The USFWS and FWC maintain updated lists of endangered and threatened species. The FWC current listing of State and federally endangered, threatened, and sensitive species is found in **Appendix G**. Wildlife control personnel at PNS shall familiarize themselves with these listed species and their potential occurrence at the airport. Some of these species may present hazards to air traffic at PNS and permits are required to harass any federally listed species. In most cases, permits will not be granted to lethally remove members of a federally threatened or endangered species. PNS wildlife control personnel shall learn to identify these species and understand the regulatory permitting processes required for their effective management. Habitat critical to listed species is regulated by the USFWS or FWC and these regulations shall be reviewed to determine their potential effect on PNS’s habitat modification plans to reduce wildlife hazards.

If a significant hazard exists with a federally listed species that jeopardizes air safety, the USFWS should be contacted for assistance.

4.8.2 Florida Species of Special Concern, Threatened or Endangered Species

By default, any species listed as federally threatened or endangered, will also be listed by the state. States can impose more restrictive regulations than federal law and there are several species listed as species of special concern, threatened or endangered by the FWC that are not federally listed. The Florida Imperiled Species List can be found in **Appendix G**. As long as the federal laws are met (i.e. either the species is not federally listed or a federal permit is in place), the FWC allows the take of state listed species as outlined in FAC 68A-9.012 (1)(b). These species may only be taken in certain emergency situations and must be reported to FWC as outlined in 68A-9.012 (8).

Any state listed species that is not federally listed may be harassed by persistent, non-injurious disturbance without physical capture or direct handling when the wildlife poses an imminent threat to aircraft and human safety.

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4.8.3 Eagle Permits

Eagles are protected under the Eagle Protection Act and require their own permit, and are therefore not included under the Migratory Bird Permit. Harassment of eagles no longer requires a separate permit.

CFR 50 PART 22.23

EAGLE PERMITS - Permits to take depredating eagles.

The Director may, upon receipt of an application and in accordance with the issuance criteria of this section, issue a permit authorizing the taking of depredating bald or golden eagles.

- (a) **Application procedure.** Applications for permits to take depredating bald or golden eagles shall be submitted to the appropriate Special Agent in Charge (See: Part 13). Each application must contain the general information and certification required by Part 13.12(a) plus the following additional information:
- (1) Species and number of eagles proposed to be taken;
 - (2) Location and description of property where taking is proposed;
 - (3) Inclusive dates for which permit is requested;
 - (4) Proposed method of taking;
 - (5) Kind and number of livestock or domestic animals owned by the applicant;
 - (6) Kind and amount of alleged damaged; and
 - (7) Name, address, age and business relationship with applicant of any person the applicant proposes to act for him as his agent in the taking of such eagles.
- (b) **Additional permit conditions.** In addition to the general permits set forth in Part 13, permits to take depredating bald and golden eagles shall be subject to the following conditions:
- (1) Bald and golden eagles may be taken under permit by firearms, traps or other suitable means except by poison or from aircraft;
 - (2) The taking of eagles under permit may be done only by the permittee or his agents named in the permit;
 - (3) Any eagle taken under authority of such permit will be promptly turned over to a Service agent or other game law enforcement officer designated in the permit; and
 - (4) In addition to any reporting requirement set forth in the permit, the permittee shall submit a report of activities conducted under the permit to the Special Agent in Charge within 10 days following the completion of the taking operations or the expiration of the permit whichever occurs first.
- (c) **Issuance criteria.** The Director shall conduct an investigation and not issue a permit to take depredating bald or golden eagles unless he has determined that such taking is compatible with the preservation of the bald or golden eagle. In making such determination the Director shall consider the following:
- (1) The direct or indirect effect issuing such permit would likely have upon the wild population of bald or golden eagles;
 - (2) Whether there is evidence to show that bald or golden eagles have in fact become seriously injurious to wildlife, agriculture or other interests in the particular locality to be covered by the permit, and the injury complained of is substantial; and

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(3) Whether the only way to abate the damage caused by the bald or golden eagle is to take some or all of the offending birds.

(d) **Tenure of permits.** The tenure of any permit to take bald or golden eagles for depredation control purposes shall be that shown on the face thereof, and shall in no case be longer than 90 days from date of issue.

4.8.4 Habitat Conservation

USFWS and FWC are responsible for species conservation and recovery plans. These plans require the identification of critical habitat when it is associated with the decline of a species. Habitat alterations and developments may be prohibited in areas where critical habitat has been designated or where such changes could result in the inadvertent take of an endangered species. Consultation with USFWS or FWC biologists will help determine on a case-by-case basis whether critical habitat is affected by airport projects, and if so, the necessary mitigation.

4.8.5 Wetlands Mitigation

Wetland modifications may require permits from various agencies, including the USFWS and the U.S. Army Corps of Engineers (USCOE). Pre-development mitigation may be required for issuance of a permit. The FAA has outlined a series of procedures (refer to the publication on wetland mitigation banking in the FAA’s wildlife section homepage [www.faa.gov/airports/airport_safety/wildlife/] for mitigating wetland impacts resulting from project development). See 40 CFR 1505.3.

4.8.6 Avoiding Impacts to Threatened and Endangered Species

The WHMP examines resolutions to detect and alleviate wildlife hazards that threaten human health and safety or aircraft operations operating out of PNS. Birds are generally considered the most hazardous form of wildlife at PNS, particularly mourning doves, cattle egrets and crows. Although deer have not been observed on airport property in many years, coyote and fox are commonly observed within the perimeter fence. Domestic dogs occasionally gain access to the airfield where they pose a strike hazard to aircraft, but this is a relatively infrequent occurrence.

The proposed actions outlined in the WHMP would involve application of the most appropriate, effective and biologically sound wildlife control methods available. This approach is known as Integrated Wildlife Damage Management and includes both habitat management and direct control.

Habitat management provides the best long-term approach for reducing wildlife attractants on an airfield. Habitat management measures are discussed in Chapter 3 of the WHMP and include elimination of standing water, planting alternative ground covers on the airfield, removal of fruit and berry producing vegetation, thinning roost trees and incorporating wildlife considerations in the early planning stages of new construction projects. Direct control efforts generally provide a more immediate response to hazardous situations, but the desired effects are often not as long lasting. Wildlife control and dispersal procedures employed at PNS are discussed in Chapter 6 of the WHMP and include pyrotechnic hazing, propane cannons, vehicular harassment, nest removal, selective trapping and shooting with air rifles or firearms.

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Control methods at PNS would not have an effect on listed endangered or threatened species because capture and removal methods that are used at PNS are selective and would allow for positive identification of target animals. Hazing and lethal control methods such as shooting and live-trapping are selectively directed at target individuals. No toxicants are currently used to control wildlife at PNS, thus eliminating the probability of non-target exposure. Collisions between birds and aircraft nearly always result in the death of the bird, in addition to threatening human safety. Consequently, potential nesting habitat on and around the airfield will be eliminated to the extent possible.

4.9 PESTICIDE APPLICATOR LICENSE

Authorization to use restricted-use pesticides for the removal of hazardous wildlife (e.g. blackbirds, starlings) or prey-base (e.g. rodents, rabbits, insects, earthworms and weeds) should be limited to Certified Pesticide Operators or persons under their direct supervision. To obtain the necessary license to apply restricted-use pesticides, a person must pass an exam administered by the Florida Department of Agriculture and Consumer Services. No PNS personnel are licensed to use restricted-use chemicals and the application of any required would be through properly licensed outside applicators. Use of all pesticides shall strictly adhere to the pesticide label and shall follow U.S. EPA guidelines.

4.10 FAA REGULATIONS, ADVISORY CIRCULARS AND CERTALERTS

The FAA is the federal agency responsible for developing and enforcing air transportation safety regulations. Many of these regulations are codified in the Federal Aviation Regulations (FARs). The FAA also publishes a series of guidelines for airport operators to follow called Advisory Circulars (ACs). Advisory Circulars in the 150 series deal with airport safety issues, including wildlife hazards. In addition to FARs and ACs, the FAA periodically issues CertAlerts for internal distribution and to provide recommendations on specific issues for inspectors and airport personnel. All of the above-mentioned regulations, Advisory Circulars and CertAlerts are frequently changed or updated and their current status shall be verified on a regular basis. This may be accomplished by contacting the FAA directly or by visiting their website at www.faa.gov for the most current revision.

The manual entitled “Wildlife Hazard Management at Airports” was developed cooperatively by the FAA and USDA Wildlife Services in 1999. It contains important information on airport wildlife hazard management and will be consulted regarding control actions and other issues.

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5 - RESOURCES

FAR 139.337(f)(4) Identification of resources to be provided by the certificate holder for implementation of the plan.

5.1 OVERVIEW

Habitat management and wildlife control supplies can be purchased from several companies. An adequate supply of equipment will be kept on hand at PNS for use by trained personnel.

5.2 AIRPORT SUPPLIES

Supplies that will normally be stocked at the airport include:

- 15 mm pyrotechnic pistol launchers (bird bombs/bangers, screamers and whistlers)
- 12 gauge pump action and/or break action shotgun(s) and pyrotechnics
- Cleaning kits for all firearms
- Field guide for local bird identification
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags
- “Prevention and Control of Wildlife Damage” reference manual
- Air rifle

5.3 AIRPORT OPERATIONS VEHICLES

The Airport Operations vehicles shall be stocked with the supplies listed below to facilitate an immediate response to wildlife hazards. Airport Operations personnel will be responsible for responding to emergency calls from the PNS tower or the Airport Operations Center (AOC) to disperse animals from the runways. They shall maintain radio communications with the tower if there is a situation within the AOA and the patrols must operate within the AOA according to FAA guidelines. At a minimum, supplies to be maintained in the vehicles shall include at least:

- 15 mm pyrotechnic pistol launchers
- An adequate supply of 15 mm pyrotechnics (bangers, whistlers, etc.)
- Bird identification field guide (print or digital)
- Binoculars
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags
- Several daily wildlife control log sheets (kept in binder in the AOC)

5.4 USDA-WILDLIFE SERVICES ASSISTANCE

Some supplies such as starling traps, vertebrate pesticides and chemical capturing agents may be available through Wildlife Services for conducting specific control operations. The use of some control methods, such as alpha chloralose for waterfowl and DRC-1339 for starlings, is restricted to certified Wildlife Services personnel only. Traps for live capture, and shotguns, pellet rifles and ammunition for lethal

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EXHIBIT 17

PENSACOLA INTERNATIONAL AIRPORT

WILDLIFE HAZARD MANAGEMENT PLAN

taking shall be provided by Wildlife Services for their personnel to utilize.

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6 - WILDLIFE CONTROL PROCEDURES

FAR 139.337(f)(5) Procedures to be followed during air carrier operations including at least ...

139.337(f)(5)(i) Assignment of personnel responsibilities for implementing the procedures;

Personnel responsibilities are described and delineated in Chapter 2.

139.337(f)(5)(ii) Conduct of physical inspections of the movement areas and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;

The Airport Operations Officers shall frequently conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part of the daily protocol. The Airport Operations Officers shall document all observed wildlife and record the data on a Daily Wildlife Activity Report. In cases where no animals are seen, a record indicating that an inspection was conducted and that no animals were observed should be made. A copy of the Daily Wildlife Activity Report for each day shall be submitted to the PNS Airport Operations Manager or available for inspection. During periods of exceptionally heavy wildlife activity (e.g. migratory periods), the Airport Operations personnel should work with the Air Traffic Control to issue any advisories needed.

139.337(f)(5)(iii) Wildlife control measures;

6.1 OVERVIEW

Wildlife that is identified as hazardous during and after the completion of the recommended habitat modifications should be controlled using accepted direct control techniques. Wildlife hazards at airports are extremely variable and complex; therefore, it is essential to adopt a flexible, innovative and adaptive approach to managing such hazards. Wildlife identification guides and handbooks will be available for use by wildlife control personnel at PNS. The manual entitled “Prevention and Control of Wildlife Damage” (2-volume set) details species-specific damage assessment and includes an in-depth discussion of methods of dispersal for each species. In addition, Transport Canada (Canada’s governmental agency responsible for reducing wildlife hazards) has also produced a valuable reference manual on wildlife control procedures at airports. This manual is available online at www.tc.gc.ca/eng/civilaviation/publications/tp11500-menu-1630.htm. Airport personnel shall be trained to identify hazardous wildlife at PNS (refer to Chapter 8) and should select dispersal methods that are appropriate to the type of animal causing the hazard.

6.2 WILDLIFE PATROL

PNS’s wildlife patrol crew shall consist of the Airport Operations personnel. The patrol shall monitor and respond to wildlife hazards on the airfield and should coordinate their activities through the PNS Wildlife Coordinator. The crew should be trained in wildlife identification, proper control techniques and safe operations as outlined in Chapter 8. The crew should have a radio-equipped vehicle and adequate wildlife control supplies (Chapter 5). The patrol shall maintain clear communications with the tower in accordance with FAA radio protocols. The crew shall also report all observations of wildlife activity on

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the Daily Wildlife Activity Report. Completed forms shall be forwarded or made available to PNS Airport Operations Manager for frequent review. Routine runway sweeps shall be conducted at least once per day and the presence of any dead animals found from strikes or suspected strikes shall be recorded on Form 5200-7, as well as the Wildlife Incident Report. Other wildlife-related activities (e.g. notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) shall be documented on the Daily Wildlife Activity Report. All dead birds or mammals found on runways and taxiways will be considered the result of a strike unless the death was obviously due to some other cause. If bird identification cannot be accomplished, the remains can be sent to the Smithsonian Institution, National Museum of Natural History, and Division of Birds (for further information and mailing address, see www.faa.gov/airports/airport_safety/wildlife/smithsonian/index.cfm?print=go). Wildlife strikes may be submitted electronically at wildlife.faa.gov/. A printout of the strike report must also be immediately submitted to the Airport Operations Manager and Wildlife Coordinator so that the situation can be assessed.

6.3 GENERAL WILDLIFE CONTROL

Each wildlife hazard that develops will be analyzed by wildlife control personnel to determine a practical solution. The initial response for most species will be to haze them with frightening devices, followed by population control methods when necessary. A primary key to successful wildlife control is persistence and innovation. Techniques shall be applied based on safety, effectiveness, practicality and environmental social considerations. Most control techniques retain their effectiveness when used judiciously and in conjunction with other methods. Some methods such as pesticides are only effective and legal for certain species and situations. Therefore, the methods chosen will depend largely on the situation and the species involved. Finally, personnel involved in direct control should be aware of the potential diseases that wildlife can carry and shall take appropriate precautions.

6.4 BIRD CONTROL

Several species of birds are present at PNS and represent the most significant potential for causing damaging strikes. According to the completed Wildlife Hazard Assessment, a large percentage of the bird strikes were classified as unknowns. Therefore, until a better understanding is obtained of what species of birds are most often struck at PNS, an aggressive management program will be conducted. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with the airport environment at PNS. The "Prevention and Control of Wildlife Damage" manual discusses a number of methods that may be used to haze birds from the airport. As previously stated, an integration of multiple methods shall be employed for maximum effectiveness. If properly applied, the techniques discussed in this reference manual shall reduce most hazards involving species of concern at PNS.

6.5 MAMMAL CONTROL

Potential hazards from mammal species at PNS can be reduced through habitat modification, the construction of fencing and other exclusionary devices. With the exception of the occasional sighting of coyotes, large mammals are effectively excluded from using the airfield by the perimeter fence. However, smaller mammals still exist on the airfield in low to moderate densities, and can provide an attraction to larger predators and raptors. These rodent and rabbit populations will be monitored by the

PNS personnel.

6.6 USDA-WILDLIFE SERVICES ASSISTANCE

Wildlife Services provides technical assistance and direct control to PNS when requested by the Airport Manager. WS personnel are available to assist in direct control activities if needed. Wildlife Services can be contacted at (850) 643-1310 for assistance with problems involving wildlife at the airport.

6.7 COUNTY ANIMAL CONTROL ASSISTANCE

County Animal Control is also available to help with free-ranging dogs and cats. If the animal poses an immediate threat to aviation, wildlife control personnel should attempt to catch, disperse or lethally remove it.

139.337(f)(5)(iv) Communication between wildlife control personnel and any air traffic control tower in operation at the airport;

All wildlife control personnel shall be equipped with radios and have proper training to contact the air traffic control tower. If an immediate hazard exists that might compromise the safety of air traffic at PNS, the Airport Operations Officers shall coordinate with the air traffic control tower, and if necessary, detain arriving or departing air traffic until the hazard is eliminated. In extreme cases, the runway may need to be closed temporarily at the discretion of the Airport Director. Although the air traffic control tower cannot be expected to monitor all wildlife hazards on the airfield and still direct air traffic, tower personnel shall notify the Airport Operations Center immediately if pilots report hazards or any such hazards are observed from the tower.

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7 - EVALUATION

FAR 139.337(f)(6) Periodic evaluation and review of the wildlife hazard management plan for...
139.337(f)(6)(i) Plans effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and;
139.337(f)(6)(ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated

7.1 OVERVIEW

The WHMP will be evaluated at least annually. The Wildlife Hazard Working Group will determine the effectiveness of the WHMP at reducing wildlife strikes at PNS and monitor the status of hazard reduction projects, including their completion dates.

7.2 MEETINGS

The Wildlife Hazard Working Group will meet at least once per year, but the group may convene more regularly if situations warrant, as determined by the Wildlife Coordinator.

7.3 WILDLIFE STRIKE DATABASE

The Wildlife Coordinator will maintain a database of wildlife strikes and populations on the airfield. Information from this database will be used to identify trends and to monitor any increases in wildlife hazards on the airfield. If unacceptable increases in wildlife populations are observed, the cause shall be determined and the WHMP modified to address the problem. The records shall be entered weekly into a computerized database by PNS Operations personnel.

7.4 AIRPORT EXPANSION

Airport expansion plans will be reviewed by the PNS Wildlife Hazard Working Group to ensure that new developments will not inadvertently result in increased wildlife hazards to aircraft operations. If appropriate, they will coordinate designs with the FAA and Wildlife Services.

7.5 FAA INVOLVEMENT

FAA Regional Certification Inspectors shall be invited to make comments on the WHMP.



8 - TRAINING

FAR 139.337(f)(7) a training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan...

8.1 OVERVIEW

Training is essential for personnel involved in the WHMP. The Wildlife Coordinator shall ensure all personnel that might be working in a wildlife deterrence capacity are trained in the proper selection and application of control methods as well as wildlife species identification.

8.2 STANDARD TRAINING

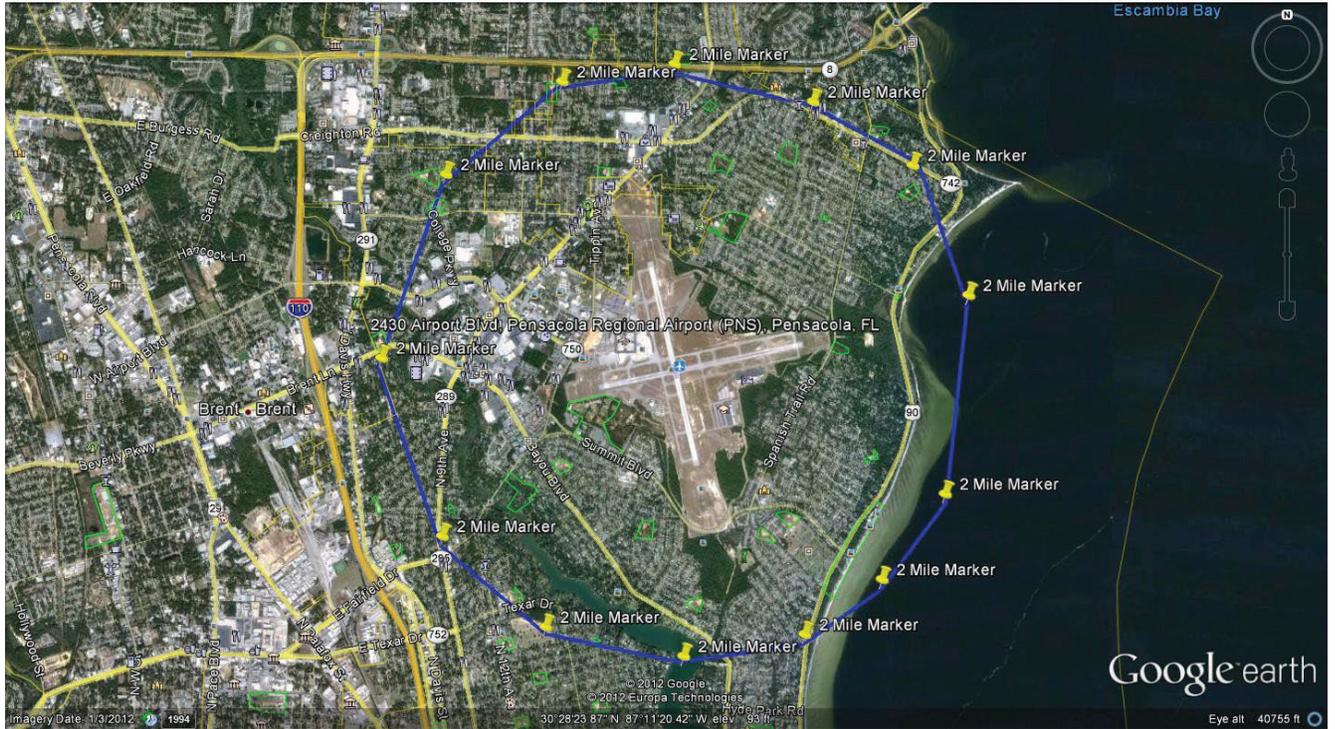
Wildlife control personnel shall receive training in mitigating wildlife hazards at airports, including an overview of laws associated with wildlife control, techniques used for prey-base reductions, effective use of firearms and pyrotechnics (including hands-on training) and wildlife identification and dispersal techniques. Wildlife control personnel shall receive this training from a qualified wildlife damage management biologist or from an airport employee who has received initial and recurrent training from a qualified wildlife damage management biologist. Airport communications and driver’s training shall also be provided to all employees involved in wildlife control operations that may require them to operate on the AOA.

8.3 USDA-WILDLIFE SERVICES TRAINING

Wildlife Services can provide a one-day training course for wildlife patrol personnel. The purpose of the course is to familiarize personnel involved with airport operations in basic wildlife identification and dispersal techniques. The course also involves hands-on training using pyrotechnics, and other deterrent equipment, with an emphasis on safety and effectiveness. This or similar training shall be taken by all personnel who have responsibility in dispersing wildlife at PNS. The training shall be customized to fit the needs of individual recipients and situations.



APPENDIX A
Two Mile Critical Zone



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APPENDIX B
FAA Form 5200-7 - Wildlife Strike Incident Report

Note: Bird strike forms can be obtained or filed electronically over the internet by visiting the FAA's website at wildlife.faa.gov/.

Form Approved OMB NO. 2120-0045
3/31/2010

BIRD / OTHER WILDLIFE STRIKE REPORT					
1. Name of Operator		2. Aircraft Make/Model		3. Engine Make/Model	
4. Aircraft Registration		5. Date of Incident ____/____/____ Month Day Year		6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM HR MIN	
7. Airport Name		8. Runway Used		9. Location if En Route (Nearest Town/Reference & State)	
10. Height (AGL)		11. Speed (IAS)			
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		13. Part(s) of Aircraft Struck or Damaged			
		A. Radome		H. Propeller	
		B. Windshield		I. Wing/Rotor	
		C. Nose		J. Fuselage	
		D. Engine No. 1		K. Landing Gear	
		E. Engine No. 2		L. Tail	
		F. Engine No. 3		M. Lights	
		G. Engine No. 4		N. Other: (Specify)	
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)		15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None	
17. Bird/Other Wildlife Species		18. Number of birds seen and/or struck		19. Size of Bird(s)	
		Number of Birds		<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large	
		1			
		2-10			
		11-100			
		more than 100			
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No					
21. Remarks (Describe damage, injuries and other pertinent information)					
DAMAGE / COST INFORMATION					
22. Aircraft time out of service: _____ hours		23. Estimated cost of repairs or replacement (U.S. \$): \$		24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, hotels): \$	
Reported by (Optional)			Title		Date
<p><small>Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20</small></p>					

FAA Form 5200-7 (11-97) Supersedes Previous Edition Electronic Version (Adobe) * U.S. G.P.U. 1997-432-349/74201 NSN: 0052-00-651-9005

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WILDLIFE INCIDENT REPORT

PNS

(To be completed in the event of an animal carcass being found on the airfield without information as to time and cause of death.)

Date Found: ____ / ____ / ____

Time Found: _____

Reported by (if applicable): _____

Specific Location: _____

Weather Condition (circle one): DRY / RAIN / SNOW

Approximate Temperature: _____ Wind Speed/Direction: _____ mph / _____

Species of Carcass (if known): _____

Size of Carcass (if species not known): SMALL / MEDIUM / LARGE

Condition of Carcass (mark one): FOUND ALIVE / FRESH DEAD / EXTENDED DEAD / DETERIORATED

Recovered by: _____ Title: _____

(Attach photo if available)

Submit form to Airport OPS for inclusion in Daily Wildlife Activity Report.

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APPENDIX D
Agency Directory

REGULATORY AND ENFORCEMENT

U.S. Fish and Wildlife Service (Permitting)

Migratory Bird Permit Office
P.O. Box 49208
Atlanta, GA 30359
Phone: (404) 679-7070
Fax: (404) 679-4180
Email: permitsR4MB@fws.gov

U.S. Fish and Wildlife Service (T&E Species)

Ecological Services
1875 Century Blvd
Atlanta, GA 30345
Phone: (404) 679-7085

U.S. Fish and Wildlife Service (Law Enforcement)

Office of Law Enforcement
1875 Century Blvd, Suite 320
Atlanta, GA 30345
Phone: (404) 679-7057
Fax: (404) 679-7065

Florida Fish and Wildlife Conservation Commission (Northwest Regional Office)

Attn: Mr. Jon Creamer, Regional Director
3911 Hwy. 2321
Panama City, FL 32409-1658
Phone: (850) 265-3676

Federal Aviation Administration Certification and Standards Branch

FAA Southern Region, ATTN: ASO-600
1701 Columbia Ave
College Park, GA 30337
Phone: (404) 305-6700
Fax: (404) 305-6730

Federal Aviation Administration (FAA)

Staff Wildlife Biologist
FAA Airport Safety and Operations
FAA-AA5-310
800 Independence Avenue SW
Washington, DC 20591
Phone: (202) 267-8731

MUNICIPAL AGENCIES

Escambia County Health Department

1295 West Fairfield Dr
Pensacola, FL 32501
Phone: (850) 595-6500

Escambia County Sheriff's Office

1700 West Leonard Street
Pensacola, FL 32501
Phone: (850) 436-9620

County Animal Control

3363 West Park Place
Pensacola, FL 32505
Phone: (850) 595-0097

City of Pensacola Management and Administration

P.O. Box 12910
Pensacola, FL 32521-0031
Phone: (850) 436-5625
Fax: (850) 595-1281

Pensacola Police Department

711 North Hayne Street
Pensacola, FL 32501
Phone: (850) 435-1900
Fax: (850) 435-1999

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TECHNICAL ASSISTANCE

U.S. Department of Agriculture, Wildlife Services

Florida Wildlife Services Director
2820 East University Avenue
Gainesville, FL 32641
Phone: (352) 377-5556
Toll-free: 866-4USDAWS (866-487-3297)
Fax: (352) 377-5559
www.aphis.usda.gov/

U.S. Department of Agriculture, Wildlife Services

District Supervisor
North Florida District Office
P.O. Box 579
Bristol, FL 32321
Phone: (850) 643-1310
Fax: (850) 643-2284

***Florida Department of Agriculture
Bureau of Licensing and Enforcement***

3125 Conner Boulevard
Building 8
Tallahassee, FL 32399-1650
Phone: (850) 617-7870
Fax: (850) 617-7895

Smithsonian Institution, National Museum of Natural History, Division of Birds (Bird ID)

Regular Shipment
Smithsonian Institution
Feather Identification Lab
NHB E600, MRC 116
P.O. Box 37012
Washington, DC 20013-7012

Overnight / Priority Shipment
Smithsonian Institution
Feather Identification Lab, MRC 116
National Museum of Natural History
1000 Constitution Avenue NW
Washington, DC 20560-0116

Phone: (202) 633-0801

www.faa.gov/airports/airport_safety/wildlife/smithsonian/index.cfm?print=go

Poison Control Center

Phone: (800) 222-1222

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APPENDIX E

RESERVED

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APPENDIX F
Federal and State Depredation Permits

A copy of any current Federal or State Depredation permit can be found in the supporting documents folder. The supporting documents folder is maintained by the Airport Operations Manager and is located on the O:/ network drive in the *Wildlife* folder. Hard copies are maintained in the Airport's central files.



DEPREDATION AT AIRPORTS

Permit Number: MB819270

Version Number: 5

Effective: 2025-04-01 Expires: 2025-12-31

Issuing Office:

Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
MB Atlanta Permit Office
1875 Century Boulevard, NE
Atlanta, Georgia 30345
permitsR4MB@fws.gov
Tel: 404-679-7070

**Resee
Collins**

Digitally signed by
Resee Collins
2025-02-04 19:14:57

Chief, Migratory Bird Permit
Office, Atlanta, Georgia

Permittee:

PENSACOLA GULF COAST REGIONAL
AIRPORT
2430 AIRPORT BOULEVARD, SUITE 225
PENSACOLA, FL 32504

Name and Title of Principal Officer:

Carter Mansfield Assistant Airport Director - Operations/Security Coordinator

Authority: Statutes and Regulations: 16 U.S.C 703-712 50 CFR Part 13, 50 CFR 21.100

Location where authorized activity may be conducted:

Pensacola Gulf Coast Regional Airport property.

Reporting requirements:

ANNUAL REPORT DUE: 1/31 You must submit an annual report to your Regional Migratory Bird Permit Office each year, even if you had no activity. Form can be found at: <https://fwsepermits.servicenowservices.com/fws> Under "Explore Permits" select your permit type. Annual Report Form is under Permit Details.

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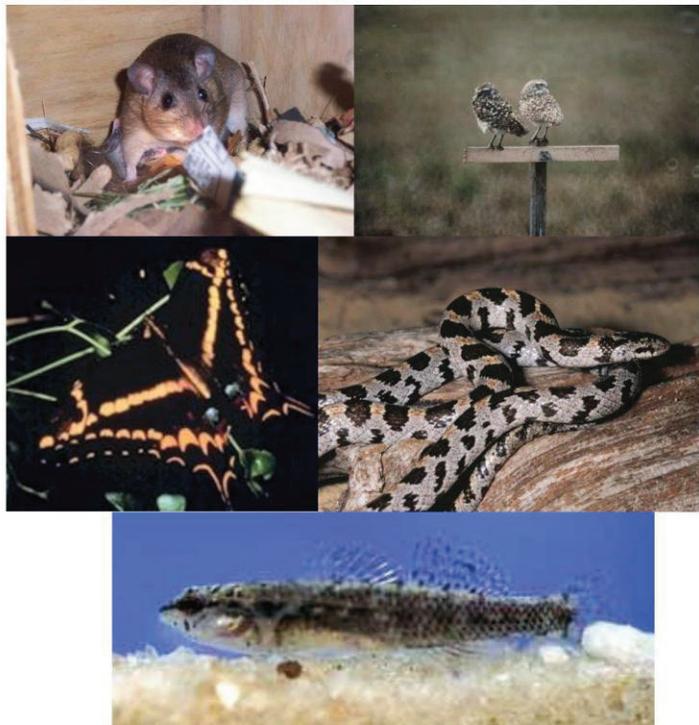
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APPENDIX G
FWC State and Federally Endangered, Threatened and Sensitive Species List

Due to frequent changes, the FWC State and Federally Endangered, Threatened and Sensitive Species List can be found in the supporting documents folder. The supporting documents folder is maintained by the Airport Operations Duty Manager and is located on the O:/ network drive in the *Wildlife* folder. Hard copies are maintained in the Airport’s central files. The FWC also maintains a searchable website located at www.fws.gov/endangered/.

**FLORIDA’S ENDANGERED AND
THREATENED SPECIES**



Updated December 2022

**FLORIDA FISH AND WILDLIFE CONSERVATION
COMMISSION**

Original Date: February 2013
Revision Date: September 2025

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NUMERICAL SUMMARY OF SPECIES

Listed by the State of Florida as Federally-designated Endangered (**FE**), Federally-designated Threatened (**FT**), Federally-designated Threatened due to Similarity of Appearance [**FT(S/A)**], Federal Non-Essential Experimental Population (**FXN**), State-designated Threatened (**ST**), or State Species of Special Concern (**SSC**).

STATUS DESIGNATION	FISH	AMPHIBIANS	REPTILES	BIRDS	MAMMALS	INVERTEBRATES	TOTAL
FE	3(1) ¹	1	3(3)	8	22(5) ²	13	50(9)
FT	4(1)	1	7(2)	7	2(1)	18	39(4)
FT(S/A)	0	0	1	0	0	3	4
FXN	0	0	0	1	0	0	1
ST	6	2	9	16	4	2	39
SSC	0	0	0	0	0	0	0
TOTAL	13(2)	4	20(5)	32	28 (6)	36	134(13)

¹ Numbers in the parentheses are the number of species for which the FWC does not have constitutional authority. The status in Rule 68A-27.0031 is the Federal status these species had when the FWC was created by amendment to the Florida Constitution, adopted in 1998. The status of these species listed in here is their current Federal status as of December 2022 apart from the humpback whale.

² There is one additional species included in Rule 68A-27.0031 as a species for which the FWC does not have constitutional authority. This species, the Caribbean monk seal, is not included here because it has been determined to be extinct.

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FLORIDA’S ENDANGERED AND THREATENED SPECIES LIST

VERTEBRATES

FISH

Common Name	Scientific Name	Status
Atlantic sturgeon	<i>Acipenser oxyrinchus oxyrinchus</i>	FE
Blackmouth shiner	<i>Notropis melanostomus</i>	ST
Bluenose shiner	<i>Pteronotropis welaka</i>	ST
Crystal darter	<i>Crystallaria asprella</i>	ST
Giant manta ray	<i>Manta birostris</i>	FT
Gulf sturgeon	<i>Acipenser oxyrinchus [=oxyrhynchus] desotoi</i>	FT ¹
Key silverside	<i>Menidia conchorum</i>	ST
Nassau grouper	<i>Epinephelus striatus</i>	FT
Okaloosa darter	<i>Etheostoma okalossae</i>	FT
Saltmarsh topminnow	<i>Fundulus jenkinsi</i>	ST
Shortnose sturgeon	<i>Acipenser brevirostrum</i>	FE ¹
Smalltooth sawfish	<i>Pristis pectinate</i>	FE
Southern tessellated darter	<i>Etheostoma olmstedii maculaticeps</i>	ST

AMPHIBIANS

Common Name	Scientific Name	Status
Florida bog frog	<i>Lithobates okaloosae</i>	ST
Frosted flatwoods salamander	<i>Ambystoma cingulatum</i>	FT
Georgia blind salamander	<i>Eurycea wallacei</i>	ST
Reticulated flatwoods salamander	<i>Ambystoma bishopi</i>	FE
Striped newt	<i>Notophthalmus perstriatus</i>	ST

REPTILES

Common Name	Scientific Name	Status
American alligator	<i>Alligator mississippiensis</i>	FT(S/A)
American crocodile	<i>Crocodylus acutus</i>	FT
Atlantic salt marsh snake	<i>Nerodia clarkii taeniata</i>	FT
Barbour’s map turtle	<i>Graptemys barbouri</i>	ST
Bluetail mole skink	<i>Plestiodon egregius lividus</i>	FT
Eastern indigo snake	<i>Drymarchon couperi</i>	FT

Florida’s Endangered and Threatened Species List

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Common Name	Scientific Name	Status
Florida brown snake	<i>Storeria victa</i>	ST ³
Florida Keys mole skink	<i>Plestiodon egregius egregius</i>	ST
Florida pine snake	<i>Pituophis melanoleucus mugitus</i>	ST
Gopher tortoise	<i>Gopherus polyphemus</i>	ST
Green sea turtle	<i>Chelonia mydas</i>	FT ¹
Hawksbill sea turtle	<i>Eretmochelys imbricata</i>	FE ¹
Kemp’s ridley sea turtle	<i>Lepidochelys kempii</i>	FE ¹
Key ringneck snake	<i>Diadophis punctatus acricus</i>	ST
Leatherback sea turtle	<i>Dermochelys coriacea</i>	FE ¹
Loggerhead sea turtle	<i>Caretta caretta</i>	FT ¹
Rim rock crowned snake	<i>Tantilla oolitica</i>	ST
Sand skink	<i>Plestiodon reynoldsi</i>	FT
Short-tailed snake	<i>Lampropeltis extenuata</i>	ST
Suwannee alligator snapping turtle	<i>Macrochelys suwanniensis</i>	ST

BIRDS

Common Name	Scientific Name	Status
American oystercatcher	<i>Haematopus palliatus</i>	ST
Audubon’s crested caracara	<i>Polyborus plancus audubonii</i>	FT
Bachman’s wood warbler	<i>Vermivora bachmanii</i>	FE
Black skimmer	<i>Rynchops niger</i>	ST
Cape Sable seaside sparrow	<i>Ammodramus maritimus mirabilis</i>	FE
Eastern black rail	<i>Laterallus jamaicensis jamaicensis</i>	FT
Eskimo curlew	<i>Numenius borealis</i>	FE
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	FE
Florida burrowing owl	<i>Athene cunicularia floridana</i>	ST
Florida grasshopper sparrow	<i>Ammodramus savannarum floridanus</i>	FE
Florida sandhill crane	<i>Antigone canadensis pratensis</i>	ST
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	FT
Ivory-billed woodpecker	<i>Campephilus principalis</i>	FE
Kirtland’s warbler (Kirtland’s wood warbler)	<i>Setophaga kirtlandii (Dendroica kirtlandii)</i>	FE
Least tern	<i>Sternula antillarum</i>	ST
Little blue heron	<i>Egretta caerulea</i>	ST
Marian’s marsh wren	<i>Cistothorus palustris marianae</i>	ST

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Common Name	Scientific Name	Status
Piping plover	<i>Charadrius melodus</i>	FT
Red-cockaded woodpecker	<i>Picoides borealis</i>	FE
Reddish egret	<i>Egretta rufescens</i>	ST
Roseate spoonbill	<i>Platalea ajaja</i>	ST
Roseate tern	<i>Sterna dougallii dougallii</i>	FT
Rufa red knot	<i>Calidris canutus rufa</i>	FT
Scott’s seaside sparrow	<i>Ammodramus maritimus peninsulae</i>	ST
Snowy plover	<i>Charadrius nivosus</i>	ST
Southeastern American kestrel	<i>Falco sparverius paulus</i>	ST
Tricolored heron	<i>Egretta tricolor</i>	ST
Wakulla seaside sparrow	<i>Ammodramus maritimus juncicola</i>	ST
White-crowned pigeon	<i>Patagioenas leucocephala</i>	ST
Whooping crane	<i>Grus americana</i>	FXN
Worthington’s marsh wren	<i>Cistothorus palustris griseus</i>	ST
Wood stork	<i>Mycteria americana</i>	FT

MAMMALS

Common Name	Scientific Name	Status
Anastasia Island beach mouse	<i>Peromyscus polionotus phasma</i>	FE
Big Cypress fox squirrel	<i>Sciurus niger avicennia</i>	ST
Choctawhatchee beach mouse	<i>Peromyscus polionotus allophrys</i>	FE
Everglades mink	<i>Neovison vison evergladensis</i>	ST
Finback whale	<i>Balaenoptera physalus</i>	FE ¹
Florida bonneted bat	<i>Eumops floridanus</i>	FE
Florida panther	<i>Puma [=Felis] concolor coryi</i>	FE
Florida salt marsh vole	<i>Microtus pennsylvanicus dukecampbelli</i>	FE
Gray bat	<i>Myotis grisescens</i>	FE
Gray wolf	<i>Canis lupus</i>	FE ²
Bryde’s Whale (Gulf of Mexico subspecies)	<i>Balaenoptera edeni [unnamed subspecies]</i>	FE
Humpback whale	<i>Megaptera novaeangliae</i>	FE ¹
Indiana bat	<i>Myotis sodalis</i>	FE
Key deer	<i>Odocoileus virginianus clavium</i>	FE
Key Largo cotton mouse	<i>Peromyscus gossypinus allapaticola</i>	FE
Key Largo woodrat	<i>Neotoma floridana smalli</i>	FE

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Common Name	Scientific Name	Status
Lower Keys rabbit	<i>Sylvilagus palustris hefneri</i>	FE
North Atlantic right whale	<i>Eubalaena glacialis</i>	FE ¹
Perdido Key beach mouse	<i>Peromyscus polionotus trissyllepsis</i>	FE
Red wolf	<i>Canis rufus</i>	FE
Rice rat	<i>Oryzomys palustris natator</i>	FE ³
Sanibel Island rice rat	<i>Oryzomys palustris sanibeli</i>	ST
Sei whale	<i>Balaenoptera borealis</i>	FE ¹
Sherman’s short-tailed shrew	<i>Blarina shermani</i>	ST
Southeastern beach mouse	<i>Peromyscus polionotus niveiventris</i>	FT
Sperm whale	<i>Physeter macrocephalus</i>	FE ¹
St. Andrew beach mouse	<i>Peromyscus polionotus peninsularis</i>	FE
West Indian manatee (Florida manatee)	<i>Trichechus manatus</i> (<i>Trichechus manatus latirostris</i>)	FT ¹

INVERTEBRATES

CORALS

Common Name	Scientific Name	Status
Boulder star coral	<i>Orbicella franksi</i>	FT
Elkhorn coral	<i>Acropora palmata</i>	FT
Lobed star coral	<i>Orbicella annularis</i>	FT
Mountainous star coral	<i>Orbicella faveolata</i>	FT
Pillar coral	<i>Dendrogyra cylindricus</i>	FT
Rough cactus coral	<i>Mycetophyllia ferox</i>	FT
Staghorn coral	<i>Acropora cervicornis</i>	FT

CRUSTACEANS

Common Name	Scientific Name	Status
Black Creek crayfish	<i>Procambarus pictus</i>	ST
Panama City crayfish	<i>Procambarus econfinae</i>	FT
Santa Fe cave crayfish	<i>Procambarus erythropros</i>	ST
Squirrel Chimney Cave shrimp	<i>Palaemonetes cummingi</i>	FT

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INSECTS

Common Name	Scientific Name	Status
American burying beetle	<i>Nicrophorus americanus</i>	FT
Bartram’s scrub-hairstreak	<i>Strymon acis bartrami</i>	FE
Cassius blue butterfly	<i>Leptotes cassius theonus</i>	FT(S/A)
Ceraunus blue butterfly	<i>Hemiargus ceraunus antibubastus</i>	FT(S/A)
Florida leafwing	<i>Anaea troglodyta floridalis</i>	FE
Miami blue butterfly	<i>Cyclargus thomasi bethunebakeri</i>	FE
Miami tiger beetle	<i>Cicindelidia floridana</i>	FE
Nickerbean blue butterfly	<i>Cyclargus ammon</i>	FT(S/A)
Schaus swallowtail butterfly	<i>Heraclides aristodemus ponceanus</i>	FE

MOLLUSKS

Common Name	Scientific Name	Status
Chipola slabshell (mussel)	<i>Elliptio chipolaensis</i>	FT
Choctaw bean	<i>Obovaria choctawensis</i>	FE
Fat threeridge (mussel)	<i>Amblema neislerii</i>	FE
Fuzzy pigtoe	<i>Pleurobema strodeanum</i>	FT
Gulf moccasinshell (mussel)	<i>Medionidus penicillatus</i>	FE
Narrow pigtoe	<i>Fusconaia escambia</i>	FT
Ochlockonee moccasinshell (mussel)	<i>Medionidus simpsonianus</i>	FE
Oval pigtoe (mussel)	<i>Pleurobema pyriforme</i>	FE
Purple banklimber (mussel)	<i>Elliptoideus sloatianus</i>	FT
Round ebonyshell	<i>Reginaia rotulata</i>	FE
Shinyrayed pocketbook (mussel)	<i>Hamiota subangulata</i>	FE
Southern kidneyshell	<i>Ptychobranthus jonesi</i>	FE
Southern sandshell	<i>Hamiota australis</i>	FT
Stock Island tree snail	<i>Orthalicus reses [not incl. nesodryas]</i>	FT
Suwannee moccasinshell	<i>Medionidus walkeri</i>	FT
Tapered pigtoe	<i>Fusconaia burki</i>	FT

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KEY TO ABBREVIATIONS AND NOTATIONS

List Abbreviations

FWC	Florida Fish and Wildlife Conservation Commission
FE	Federally-designated Endangered
FT	Federally-designated Threatened
FXN	Federally-designated Threatened Nonessential Experimental Population
FT(S/A)	Federally-designated Threatened species due to similarity of appearance
NMFS	National Marine Fisheries Service
ST	State-designated Threatened
SSC	State Species of Special Concern
USFWS	United States Fish and Wildlife Service

List Notations

- 1 A species for which the FWC does not have constitutional authority.
- 2 Not documented in Florida.
- 3 Lower Keys population only.

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Revision Date: September 2025

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APPENDIX H
USDA Wildlife Biologist Duties

- The incumbent conducts integrated wildlife damage management activities where there is a demonstrated need, consistent with the planned use of any given area to prevent or reduce losses to property, agriculture, and natural resources, or to protect human health and safety.
- Management techniques and/or methods include the recommendation or use of pesticides, controlled substances, pyrotechnics, firearms, binary explosives, aversive agents, auditory devices, exclusion, habitat modification, trapping, and other mechanical or environmental controls.
- May perform a variety of technical procedures including capture, restraint, chemical immobilization, marking, transport, euthanasia, and/or necropsy of wildlife; collection, storage, and safe transport of biological data and samples; telemetry; GIS; GPS; population census and survey; and surveillance and monitoring; gathering, compiling, and analyzing data to facilitate statistical analyses.
- May be required to take extensive training and recurrent training on wildlife damage or disease recognition, control methods, and techniques; monitoring and surveillance procedures; emergency response; coalition building; risk communications; and other training related to technical or administrative aspects of the job.
- Modifies or adapts established damage or disease control techniques as necessary to meet local conditions and address specific environmental, economic, or political considerations.
- Monitors and ensures compliance with program directives, and local, State, and Federal laws and regulations in wildlife damage management activities. Assists cooperators in understanding of and compliance with the Migratory Bird Treaty Act (MBTA), Endangered Species Act, Bald and Golden Eagle Protection Act, and other wildlife-related laws.
- Through supervisor and with assistance from the WS National Environmental Policy Act (NEPA) staff, develops and maintains categorical exclusions, environmental assessments, monitoring reports, and other documents required by NEPA. Prepares required scientific and administrative program reports. Assists cooperators and the public with obtaining migratory bird depredation permits and compliance with Depredation Orders.

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EXHIBIT 17

PENSACOLA INTERNATIONAL AIRPORT

WILDLIFE HAZARD MANAGEMENT PLAN

- Gathers, compiles, evaluates, and presents data on damage or hazards caused by various wildlife species to cooperators, stakeholders, and colleagues through project or program reports and presentations at cooperator, stakeholder, and public meetings and professional conferences.
- Establishes and maintains cooperative relationships with other Federal, State, county and city government agencies, Tribes, corporations, educational or research institutions, and individuals in meeting program needs and goals. May represent the WS program on committees and task forces, and at meetings, conferences, and workshops with these groups.
- May negotiate or participate in the negotiation, development, and monitoring of agreements, such as cooperative service agreements with work/financial plans, to initiate or maintain cooperative wildlife damage management projects.
- Provides technical assistance to a variety of cooperators, along with conducting site visits or assessments to identify wildlife damage issues or threats. May develop and deliver training for cooperators, stakeholders, partner agencies and organizations, or other entities.
- Communicates safe and effective damage management techniques through outreach and other channels to the general public. Information may be disseminated by radio and television news releases, interviews, bulletins, presentations, workshops, outreach events, and other methods.
- Recommends, to supervisor, areas for potential research or developmental study. May assist with research projects to increase knowledge of wildlife ecology and to develop or improve methods to reduce the risks of damage to resources or disease transmission to domestic animals and humans.
- Supports WS' safety program and procedures through participation in meetings, inspections, safety-related training, and implementation of safety requirements and protocols. Identifies safety-related opportunities and challenges to the supervisor.
- May be required to obtain and maintain pesticide applicator licenses, permits, or other authorizations, and may be required to assist with pesticide or other use/certification training in cooperation with State agencies and land grant universities. Complete pesticide use reports and documents reported and known pesticide impacts on other resources.
- Assists other WS employees as requested and may assist in training new WS personnel. May be asked to provide technical direction and/or guidance to lower graded employees.

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- May be responsible for procuring equipment and supplies necessary to conduct field activities and may be asked to complete other duties as assigned.
- The incumbent may be required to conduct other duties as assigned.

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Oct 08 2025
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EXHIBIT 18

MODIFICATION OF STANDARDS APPLICATION #1

RWY 8 - AIRSIDE PERIMETER RD SW OF RWY END

AC Number: 150/5300-13A – Change 1, *Airport Design*

Chapter: Chapter 3

Paragraph: 309 and Table 3-5

Title of Standard Being Modified: Runway Object Free Area (ROFA) object clearing – ROFA width

Category: Design

Sub-Category: Runway Object Free Area (ROFA)

Standard/Requirement: The ROFA object clearing standard requires clearing of above-ground objects protruding above the nearest point of the RSA. The ROFA width is 800 feet based on the Runway Design Code (RDC) C-IV for Runway 8-26 at PNS. Portions of the Airport's airside perimeter road are located within the Runway 8-26 ROFA. The existing airside perimeter road alignment is clear of the RSA. This application for a Modification of Standards (MOS) is associated with the airside perimeter road segment located southwest of the Runway 8 end within the ROFA. This airside perimeter road segment is referred to as the "implicated segment" for the remainder of this MOS application. The length of the implicated segment of the airside perimeter road is 1,142 feet (measured along the roadway centerline).

FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, does not explicitly prohibit roadways within the ROFA. The nonstandard condition results from the simultaneous occurrence of the following two conditions:

1. A ground vehicle is on the implicated segment of the airside perimeter road
2. Aircraft arrival on Runway 8 or aircraft departure from Runway 26

Proposed: The proposed disposition is to maintain the existing airside perimeter road alignment but restrict vehicle operation within the ROFA while Runway 8-26 is occupied. The Airport proposes adding vehicle stop bar markings and signage on the airside perimeter road (see attached Exhibit). These physical changes will be implemented alongside new vehicle hold procedures to restrict vehicle operation on the implicated segment of the airside perimeter road while Runway 8-26 is in use.

The proposed sign will read "All Vehicles Hold for Approaching Aircraft". The airside perimeter road markings and signage will be implemented in accordance with guidance described in FAA Advisory Circular 150/5340-1M, *Standards for Airport Markings* and Advisory Circular 150/5340-18G, *Standards for Airport Sign Systems*. The proposed signage will be implemented such that they adhere to ROFA object clearing standards and do not themselves result in a nonstandard condition.

Explain Why Standard Cannot be Achieved: This MOS is required to accommodate an "unusual local condition" (as defined in FAA Order 5300.1G), that results from the proximity of the airside perimeter road to the airport property boundary and off-airport land use.

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Jan 08 2021

JNF

Inspector

EXHIBIT 18



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Ste 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

October 14, 2025

Matt Coughlin
Airport Director
Pensacola International Airport
2430 Airport Blvd
Suite 225
Pensacola, FL 32504

Dear Mr. Coughlin:

RE: Pensacola International Airport (PNS)
Pensacola, Florida
Approval of Modification to FAA Design Standards: PNS_2025_44454

This letter responds to your submittal of the following Modification to FAA Design Standards (MOS) #PNS_2025_44454 for the project to add vehicle stop markings and signage on the airside perimeter road, maintaining conditions within the Runway 8-26 Runway Object Free Area (ROFA) at Pensacola International Airport (PNS).

This modification is approved as proposed and conditioned upon the following:

The airport sponsor must implement the following terms of approval as cited by the ORL-ADO:

1. The sponsor must add vehicle stop bar markings and signage to the portion of the airside perimeter road that penetrates the ROFA.
2. The sponsor must implement new vehicle hold procedures to restrict vehicle operations on the portion of the perimeter road located within the ROFA while Runway 8/26 is in use.
3. Flashing type position lighting must be mounted on the vehicles.
4. Vehicles must maintain 2-way communications with the airport traffic control tower (ATCT) while on the portion of road that lies within the ROFA.
5. The MOS must be documented on the current approved Airport Layout Plan (ALP).
6. The MOS is included in the airport's Part 139 Airport Certification Manual (ACM).
7. The MOS expires 5-years from the date of this approval.
8. The signage and marking plan is approved by the airport's FAA Part 139 Certification Inspector.

This approval requires providing the FAA with a status update of this modification every five years. This process is currently done using FAA's ADIP MOS tool.

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Feb 05 2026

MF
Inspector

To the extent practical, the Airport's capital improvement plan must give high priority to fund mitigating this condition whenever the opportunity to meet standards becomes feasible.

The nonstandard condition associated with this MOS is subject to review at any time there are changes to the conditions justifying the MOS or if the FAA deems re-evaluation as being in the public's best interest.

If you have any questions, please contact me at our office at 407-487-7086 or ryan.p.allen@faa.gov.

Sincerely,

**RYAN PETER
ALLEN**

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RYAN PETER ALLEN
Date: 2025.10.14
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Ryan P. Allen
Community Planner

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Feb 05 2026

MF
Inspector

EXHIBIT 19

139.311 – MARKING, SIGNS AND LIGHTING

The following table represents signs that do not currently meet standards with AC 150/5340-18, *Standards for Airport Sign Systems* and AC 150/5345-44, *Specifications for Taxiway and Runway Signs*. Signs will be brought in accordance with standards when a project allows.

#	Sign Number	Location	Issue
1	30	TWY B @ B3	External power conduit
2	41	RWY 8 @ A	External power conduit
3	42	RWY 8 @ A	External power conduit
4	49	TWY A @ ARFF	External power conduit
5	68	RWY 26 @ B3	External power conduit
6	70	TWY B @ B4	External power conduit
7	72	RWY 8 @ B4	External power conduit
8	106	TWY B @ C	External power conduit
9	108	TWY B @ C	External power conduit
10	142	RWY 8 @ D1	External power conduit

Original Date: 04/01/2005

Revision Date: 04/01/2025

Federal Aviation Administration Southern Region Airports Division APPROVED 24 Apr 2025 MF Inspector
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FAA APPROVAL

EXHIBIT 20



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southern Region,
Office of Airports

1701 Columbia Avenue
College Park, GA 30337

October 21, 2025

Mr. Matt Coughlin, C.M.
Airport Director
Pensacola International Airport
2430 Airport Blvd; Suite 225
Pensacola, FL 32504

Dear Mr. Coughlin:

Pensacola International Airport
Pensacola, Florida
Revision to Airport Certification Manual
Incorporation of Safety Management Systems (SMS) Manual

We have reviewed the attached SMS Manual submitted to our office on March 19, 2025 and accept it for incorporation into the Pensacola International Airport Certification Manual (ACM). Under 14 CFR part 139.401(g), you are required to provide any changes to your SMS Manual to the FAA at least annually, or upon FAA request. Please distribute copies of the SMS Manual to the holders of your ACM, as listed on your Distribution List. Each existing ACM should be updated in accordance with this revision.

Thank you for taking the time to update this very important document!

Sincerely,

Michele W
Favors

Digitally signed by
Michele W Favors
Date: 2025.10.21
14:23:47 -04'00'

Michele W Favors
Airport Certification Safety Inspector
FAA Southern Region, Airports Division

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Feb 05 2026

MF
Inspector