A Public Records Access request has been submitted.

Request By: Susan Russell

Signature: Susan Russell

Request date: 06/02/2016

Address: [redacted]

Email: [redacted]

Phone number: [redacted]

Personal Information Request: NO

Records seeking:

1. Please provide records of all funds paid by the Port Authority of New York and New Jersey to USDA Wildlife Services for the control and removal of Canada geese and other birds at La Guardia, John F. Kennedy International Airport and Newark Liberty International Airport for the years 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016 (for 2016, through May 30. Please provide copies of the contract(s).

2. Please provide records of all bird strikes on aircraft at La Guardia, John F. Kennedy International Airport and Newark Liberty International Airport from 2008, 2009, 2010,, 2014, 2015, 2016 (for 2016, through May 30).

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY
PUBLIC RECORD ACCESS FORM

PRA #16983

Action by (print / type name):

William Shalewitz, Freedom of Information Administrator

Signature: Date:

07/27/2016

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- [x] The requested records are being made available.
- [ ] Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
- [ ] A diligent search has been conducted, and no records responsive to your request have been located.
- [ ] The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:
- [ ] Some requested records that have been located are being made available. The remainder are exempt from disclosure for the following specific reasons:
- [ ] The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.
- [ ] Other:

Material responsive to your request can be found on the Port Authority's website at http://corpinfo.panynj.gov/documents/16983-C/. Paper copies of the available records are available upon request.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NY & NJ

Lillian D. Valenti
Chief Procurement Officer

April 20, 2016

United States Department of Agriculture ("USDA")
Animal and Plant Health Inspection Service ("APHIS")
Wildlife Services ("WS")
Mr. Charles S. Brown
Regional Director
920 Main Campus Drive, Suite 200
Raleigh, NC 27606

RE: WILDLIFE SERVICES LOCATION AT JOHN F. KENNEDY INTERNATIONAL (JFK), NEWARK LIBERTY INTERNATIONAL (EWR), LAGUARDIA (LGA), TETERBORO (TEB), AND STEWART INTERNATIONAL (SWF) AIRPORTS; CONTRACT# 4600010789; PURCHASE ORDER# 4500066707

Dear Mr. Brown:

Your Agreement dated March 31, 2016, for the services described in the above subject has been accepted by the Port Authority of New York and New Jersey ("the Port Authority"), subject to the provisions of this letter of award.

The term of this Contract shall be for a five (5) year period (the "Base Term") commencing on or about April 15, 2016 at 12:01 o'clock a.m. ("the Commencement Date") and unless sooner terminated, revoked, or extended shall expire on or about March 31, 2021 at 11:59 o'clock p.m. ("Expiration Date").

The General Manager, Risk Management must approve the certificate(s) of insurance before any work can begin. Upon request by the Port Authority, USDA/APHIS/WS, shall furnish to the General Manager, Risk Management, a certified copy of each policy, including the premiums. Please send your certificate to General Manager, Risk Management, 4 World Trade Center, 150 Greenwich Street, 19th Floor, New York, NY 10007 (Attention: Contract Certificate Review). Please reference **CITS#4988N/Contract # 4600010789** in your certificate.

4 World Trade Center
150 Greenwich Street, 21st Floor
New York, NY 10007
T: 212 435 8427

The Agreement between the parties shall consist of the following, stated in order of precedence in case of conflict or inconsistency:

1. This letter of acceptance
2. USDA/APHIS's final proposal dated April 19, 2016
3. Attachment A "Scope of Services"
4. Attachment B "Estimated Cost Proposal"
5. Attachment C "Terms and Condition" Addendum

Questions in regards to the Agreement may be directed to the Project Manager Laura Francoeur, at 718/244-3773. Any other questions may be directed to Lesley Brown of the Port Authority's Procurement Department at 212-435-4648.

Sincerely,

Lillian D. Valenti
Chief Procurement Officer
Procurement Department

Agreement Number: 16-7234-4716-RA
WBS Element: AP.RA.RX34.72.0066
AP.RA.RX34.72.0093
AP.RA.RX36.72.0707
AP.RA.RX36.72.0743
AP.RA.RX36.72.0741

WS-ER (6/14)

COOPERATIVE SERVICE AGREEMENT
between
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY ("Port Authority")
and the
UNITED STATES DEPARTMENT OF AGRICULTURE ("USDA")
ANIMAL AND PLANT HEALTH INSPECTION SERVICE ("APHIS")
WILDLIFE SERVICES ("WS")

ARTICLE I- BACKGROUND AND OBJECTIVES

The purpose of this Cooperative Service Agreement (the "**Agreement**") is to establish and administer a cooperative program on behalf of the Port Authority of New York & New Jersey (the "**Port Authority**"). The Port Authority wishes to retain the professional services of the United States Department of Agriculture- Animal and Plant Health Inspection Service and Wildlife Services (referred to herein as "**APHIS WS**") for operational, advisory, and research assistance for the Wildlife Management Programs at John F. Kennedy International, LaGuardia, Newark Liberty International, Stewart International, and Teterboro Airports ("the **Airports**") for a five-year period effective April 15, 2016 - March 31, 2021, at a total estimated cost of $9,111,990. Under this Agreement APHIS WS agrees to provide wildlife hazard management services to help alleviate wildlife hazards to aircraft operations for the Airports, as defined in the Scope of Services (Attachment A), the Estimated Cost Proposal (Attachment B), Terms and Conditions (Attachment C), and Form of APHIS WS Invoice (Attachment D).

ARTICLE 2- AUTHORITY

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c), to cooperate with Federal agencies, States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3- AUTHORIZED REPRESENTATIVES

APHIS WS and the Port Authority mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement are:

   <u>The Port Authority</u>:

   Laura Francoeur, Manager, Aviation Wildlife Programs or designee (the "Contract Administrator")

   The Port Authority of NY & NJ
   John F. Kennedy International Airport
   Building 145, 2nd Floor
   Jamaica, NY 11430

APHIS WS (New Jersey):

Aaron Guikema, State Director
USDA, APHIS, WS
140-C Locust Grove Road
Pittstown, NJ 08867

APHIS WS (New York):

Allen L. Gosser, State Director
USDA, APHIS, WS
572 Third Ave. Extension, Suite 2
Rensselaer, NY 12144

2. To meet as determined necessary by either party to discuss mutual Program interests, accomplishments, needs, technology, and procedures to maintain or amend the Scope of Services. ("Program" is defined as the services to be performed by APHIS WS pursuant to this Agreement, as set forth more fully in the Scope of Services). Personnel authorized to attend meetings under this Agreement shall be the Manager, Wildlife Programs or his/her designee, the State Directors or her/his designee(s), and/or those additional persons authorized and approved by the Manager and the State Directors.

3. APHIS WS shall perform services, more fully set forth in the Scope of Services, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Scope of Services, pursuant to Article 14.

4. This agreement supersedes any existing agreements, revisions, or extensions between the Port Authority and APHIS WS.

ARTICLE 4- AGREEMENT

The Port Authority agrees:

1. To authorize APHIS WS to conduct management activities to reduce human health and safety risksand property damage associated with wildlife-aircraft strikes as described in this Agreement. APHIS WS will be considered an invitee on the lands controlled by the Port Authority. The Port Authority will be required to exercise reasonable care to warn APHIS WS as to known dangerous conditions or activities in the project areas.

2. To reimburse APHIS WS for specified services and expenses as provided under this Agreement up to but not exceeding the amount specified in the Estimated Cost Proposal. The Port Authority shall begin processing payment Invoices submitted by APHIS WS within 30 days of receipt. The Port Authority ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.

3. To designate to APHIS WS the Port Authority-authorized individual whose responsibility shall be to coordinate and administer the activities conducted pursuant to this Agreement.

4. To notify APHIS WS verbally or in writing as far in advance as is practical of the date and time of any proposed meeting related to the Program. Meetings include internal meetings between APHIS WS and the Port Authority, as well as external meetings that the Port Authority requests APHIS WS attend either on their behalf or with them.

5. All equipment with a purchase price of $5,000 or more per unit, purchased directly with funds from the Port Authority for use solely on this project shall be subject to disposal according to APHIS policy, and shall be specifically listed in the attached Scope of Services and Estimated Cost Proposal. Property title/disposal shall be determined when this project (including all continuations and revisions of this agreement) terminates, or when the equipment is otherwise directed to other projects, whichever comes first. If the equipment is sold prior to the project end, the proceeds should be allocated according to APHIS policy. Continuations and revisions to this agreement shall list any equipment with a purchase price of $5,000 or more per unit, carried over from a purchase directly with funds from the cooperator for use solely for this project. All other equipment purchased for the program is and will remain the property of APHIS WS. All computers (desktop or portable) purchased directly by the Port Authority that provide access to Port Authority networks will remain the property of The Port Authority at the conclusion of this Agreement. Any Forward Looking Infrared (FLIR) devices or radio or satelllte transmitters purchased with funds from The Port Authority for use on this project shall remain the property of The Port Authority at the end of this Agreement.

6. At APHIS' discretion, equipment purchased under this Agreement, with the exception of firearms, vehicles, and federally-purchased computers, will be made available for use by qualified Port Authority Staff for the duration of this Agreement.

7. To coordinate with APHIS WS where practicable before responding to media requests regarding wildlife issues involving APHIS WS activities at the Airports.

8. To list APHIS WS as a subpermitee on all relevant federal, state, and/or local wildlife permits.

9. To allow APHIS WS use of radio frequencies when necessary for operational purposes only while conducting official business on behalf of the Port Authority, with the permission of the Contract Administrator.

10. To allow the APHIS WS Biologists and/or Specialists to attend, at the expense of the Port Authority, conference(s) and trainings to maintain their professional certification and agency requirements as determined by their supervisor. These conferences and trainings will be related to the work conducted as outlined in the Scope of Services and assume all work will be completed as required in the Scope of Services. Expenses for this travel are included in the main funding amounts set forth in Article I of this Agreement, and not within any allocations for extra work pursuant to this Agreement. Daily travel rates shall not exceed the U.S. General Services Administration (GSA) daily rate at which federal travelers will be reimbursed for lodging, meals, and incidental expenses whlle on official business. Copies of a travel voucher for travel charges must be provided to the Port Authority for reimbursement not exceeding the GSA daily rates, which can be found at www.gsa.gov/portal/content/104468.

11. That work conducted at the airports by APHIS WS Biologists and Specialists will only be supervised by APHIS WS supervisors.

12. So long as it does not violate Port Authority security rules and regulations, then APHIS WS employees possessing an active JFK airport ID (SIDA) badge and employed by APHIS WS

after the Bird Hazard Reduction Program concludes each year, may maintain their active SIDA badge to fill in as needed to meet the requirements of the Scope of Services as outlined.

ARTICLE 5- SCOPE OF SERVICES

APHIS WS Agrees:

1. To conduct activities at the Airports as described in this Agreement.

2. To designate to the Port Authority the authorized APHIS WS individuals who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. APHIS WS personnel may be shared among the Airports to conduct work under the Program at the discretion of the Contract Administrator as coordinated with the State Directors.
   APHIS WS shall not perform any work on overtime without prior written approval from the Contract Administrator.

4. To bill the Port Authority for actual costs incurred by APHIS WS during the performance of services agreed upon and specified in the Scope of Services. Actual costs shall include all billable hours (i.e. hours worked, vacation, sick time, and holidays) in accordance with all federal and APHIS WS directives and requirements for employee labor and leave practices. Payment shall be made in monthly installments for all work satisfactorily completed during the previous month. To the extent possible bills shall be submitted on or after the fifth day of each month that work is performed but not more than twenty (20) business days under this Agreement starting with the second month and including the month in which this Agreement expires or is otherwise terminated and shall include an Invoice for services performed as well as any amount due to APHIS WS for any extra work performed (extra work will be broken out separately). Port Authority standard payment terms are net 30 days and are subject to such adjustments as may be necessitated following Port Authority verification of the accuracy of amounts billed. The billing cycle for this Agreement may be adjusted as coordinated through the Contract Administrator and APHIS WS.

   All Invoices provided by APHIS WS to the Port Authority must be in the form provided in Attachment D (*Form of APHIS-WS Invoice*) (the "**Invoice**") to this Agreement. Among other things, the Invoice must clearly show on the first page the name of the airport, date of services, and the Port Authority Purchase Order Number. The Invoices must be broken down by items including, but not limited to, position title, GS-level and associated fringe benefits (not to exceed 40% of the published GS-level annual salary on average), number of hours billed (which are inclusive of all benefits including for example differential pay, vacation and sick hours), travel voucher; postage & related fees; printing & copy; vehicle charges to include but not limited to fuel, maintenance, repairs, and lease costs; supplies; equipment; pooled job costs; and indirect costs and any other charges pertaining to this Agreement. Additionally, Invoices shall include but not be limited to a copy of each timesheet showing the hours worked, total hours each day and total hours for the pay period. Invoices shall also include receipts with a description of purchased supplies, equipment, and any other charges.

   If the Port Authority questions or disputes a charge or charges on an Invoice for which payment was made, and it is determined through the dispute resolution procedures provided for in Article 11 of this Agreement that APHIS WS is required to reimburse the Port Authority for the disputed charge(s). The Port Authority will deduct such amount from its future reimbursement to APHIS

WS or APHIS WS will reimburse the Port Authority within 30 days of APHIS WS's receipt of notification of the resolution of the dispute.

In the event any Invoice required hereunder to be submitted to the Port Authority is untimely submitted or incorrect, or both, the Port Authority shall reject the Invoice and APHIS WS shall reissue the Invoice after corrections are made by APHIS WS.

APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than three years from the date of completion of the services provided under this Agreement and the Port Authority shall have the right to inspect and audit such records. The Port Authority may, upon reasonable notice, during regular business hours, examine all records of APHIS WS relating to any project financed pursuant to the terms and conditions of this Agreement.

It is expressly understood and agreed that all costs of APHIS WS of whatever kind or nature and whether imposed directly upon APHIS WS under the terms and provisions hereof or in any other manner whatsoever because of the requirements of the operation of the wildlife management programs or otherwise under this Agreement shall be borne by APHIS WS and without compensation or reimbursement from the Port Authority, except as provided in this Agreement.

"Final Payment", as the term is used throughout this Agreement, shall mean:

- the Final Payment made for services rendered in the last month of the term;
- or, if the term is extended then Final Payment made for services rendered in the last month of the extended term, or for;
- expenses incurred during the life of the Agreement and not yet paid by the Port Authority.

However, should this Agreement be terminated, for any reason prior to the 60th month then Final Payment shall be paid for services rendered in the month during which termination becomes effective or for expenses incurred during the life of the Agreement and not yet paid by the Port Authority. The acceptance by APHIS WS, or by anyone claiming by or through them, of Final Payment shall operate as a release to the Port Authority of all claims and of all liability to APHIS WS for all things done or furnished in connection with the Agreement and for every act and omission of the Port Authority and others relating to or arising out of the Agreement, including claims arising out of breach of Agreement and claims based on claims of third persons. No payment, however, final or otherwise, shall operate to release the APHIS WS from any obligations in connection with this Agreement.

APHIS WS shall submit all Invoices to the attention of the Contract Administrator, at the below address:

John F. Kennedy International Airport
The Port Authority of NY & NJ
Building 145, Second Floor
Jamaica, NY 11430
Attention: Manager, Aviation Wildlife Programs

5. To receive advanced written approval from the Contract Administrator, or designee, prior to any equipment purchase greater than $1,500. APHIS WS also agrees to supply vehicles either owned or leased by GSA for this Agreement.

6. All data collected under this agreement is property of the Port Authority. If APHIS WS receives a bona fide Freedom of Information Act (FOIA) request for a copy of this Agreement, or any other document produced under this Agreement, APHIS WS shall notify the Port Authority of such request within ten (10) days of receipt of such request. Other than bona fide FOIA requests, APHIS WS shall request written authorization from the Port Authority on the release of any information in connection with this Agreement, including advertisements, presentations, photographs, or the issuance of literature of any kind, which refers to the Port Authority or to the fact that goods have been, are being, or will be provided to it and/or that services have been, are being or will be performed for it in connection with this Agreement.

7. All media inquiries relation to this Agreement and the works to be performed by APHIS WS, if received by APHIS WS, shall be directed to the Port Authority's Contract Administrator. APHIS WS shall not respond to any media requests regarding this Agreement and the works to be performed unless requested by the Port Authority, or unless otherwise made under a FOIA request.

8. To require all its employees working under the Program to wear a uniform that identifies APHIS WS with insignia, patches, or embroidered emblems or letter. "Wildlife Services" and/or "USDA" shall be displayed on the outermost uniform garment. The uniform must include a garment that meets or exceeds ANSI/ISEA 107-2004 Class II requirements (safety vest or otherwise) and said garment must be worn at all times that personnel are outside of vehicles within the Aircraft Operations Area (AOA). Uniforms shall also include steel-toe or composite toe safety shoes. No sneakers or open-toed shoes will be allowed while working in the AOA without prior approval from the Port Authority.

9. To apply for, receive and maintain airport-issued Security Identification Display Area ID (SIDA) as required by TSR 1542; Port Authority rules, policies and procedures pertaining to security; 14 CFR Part 139.337 and 14 CFR Part 139.303 training for all personnel as detailed in the scope of service as working on the AOA. Employees who are designated by APHIS WS to have driving privileges on the AOA must possess a valid driver's license, attend Port Authority driver training including an initial and recurrent check ride to demonstrate driving proficiency to the satisfaction of the Port Authority, and follow airport-specific driving rules. APHIS WS vehicles must display Port Authority of New York and New Jersey (PONYA) plates prior to the commencement of the Agreement subject to the vehicle passing a vehicle inspection as covered under applicable state law. The Port Authority will not provide escorts for APHIS WS in lieu of obtaining proper ID. All APHIS WS employees conducting work on the airport must also maintain their FAA-required wildlife hazard management, pyrotechnic, and firearms training every 12 consecutive calendar months. APHIS WS will provide sign-in sheets to the Contract Administrator or his/her designee to show proof of training. Training records will be maintained for 24 months. Personnel designated by APHIS WS to hold driving privileges on the AOA as per the scope of services that are unable to obtain or retain airfield driving privileges for any reason will be removed from providing any services under this Agreement.

10. To supply portable radios capable of communication on Aviation UHF (Airport Operations) frequencies and a fixed tunable transceiver capable of communication with Air Traffic Control Tower (ATCT) for all vehicles driven on the Airports.

11. To supply mobile telephones to all staff working under this agreement and provide the Contract Administrator with the contact information for these staff. APHIS WS will provide a mobile telephone with e-mail access to all Biologists working under this Agreement.

12. Effective upon the commencement of the Agreement and every two weeks thereafter based on the duration of this Agreement, APHIS WS shall submit to the Contract Administrator a schedule in advance of the date of services to be provided.

    The schedule shall include:

    A. A description of the work to be performed
    B. The title and employee name who is anticipated to perform the work

    The Port Authority shall be advised of any changes in the schedule twenty four hours in advance of the schedule or, in case of emergency, within twenty four hours following the schedule change. Each employee working in the AOA must sign in and out with the Port Authority's Airport Duty Manager or Designee or AvPORTS Designee.

13. When working offsite, APHIS WS will maintain accurate daily attendance records for all employees and submit a daily attendance record to the Contract Administrator or designee on a bi-weekly basis. Schedules and timesheets will be required to be retained by APHIS WS for a period of not less than three (3) years.

14. APHIS WS will, to the extent practicable, coordinate with the Contract Administrator or his/her designees prior to contacting any surrounding landowners or land managers within a five-mile radius of the Airports and must provide a monthly report to the Port Authority Contact Administrator of any communications with off-airport landowners or land managers.

15. To use their own depredation permit or banding permit when requested by the Port Authority.

16. To provide a 486-qualified biologist for each airport biologist position.

17. To conduct lethal and nonlethal management at each airport.

18. Each airport biologist will be either a FAA-qualified airport biologist or under the supervision of a local FAA-qualified airport biologist (within a two-hour drive from the airport).

ARTICLE 6- CONGRESSIONAL APPROPRIATION

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS WS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS WS funds for a finite period under a Continuing Resolution.

ARTICLE 7- LIMITATION OF LIABILITY

APHIS WS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8- NO ENRICHMENT

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise thereupon.

ARTICLE 9- NO LIMITATION

Nothing in this Agreement shall prevent APHIS WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this Agreement.

ARTICLE 10-DISCLOSURE

The Port Authority certifies that APHIS WS has advised the Port Authority that there may be private sector service providers available to provide wildlife management services that the Port Authority is seeking from APHIS WS.

ARTICLE 11- DISPUTE RESOLUTION

All disagreements under this Agreement shall be submitted to the Director of Aviation of the Port Authority (or his/her designee) and the applicable State Director of APHIS WS (or his/her designee) for their review and decision, which decision shall be binding upon the parties. In the event that the Director of Aviation of the Port Authority and the applicable State Director of APHIS WS shall disagree, such disagreement shall be forwarded through the agencies' respective chains of command. After all reasonable attempts to resolve the disagreement within the respective agencies have been exhausted, then either party may seek all legal or equitable remedies to the extent permitted by law.

ARTICLE 12-SEVERABILITY

If any provision of this agreement is declared invalid or illegal, such declaration shall not affect the validity of any other provision herein.

ARTICLE 13- COMPLIANCE WITH FEDERAL REGULATIONS

The performance of wildlife damage management actions by APHIS WS under this Agreement is contingent upon a determination by APHIS WS that such actions are in compliance with the National Environmental Policy Act, the Endangered Species Act, and any other applicable federal statutes. APHIS WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 14- ENTIRE AGREEMENT

The entire Agreement between the parties is contained herein and no change or modification, termination or discharge of this Agreement shall be effective unless in writing and signed by both parties, with a minimum of ninety (90) days advance notice. This notice requirement may be waived through a written agreement signed by both parties.

ARTICLE 15- LIMITATION OF LIABILITY OF PORT AUTHORITY COMMISSIONERS, DIRECTORS, AGENTS, AND EMPLOYEES

Neither the Commissioners of the Port Authority nor any directors, officers, agents, employees, adjusters or attorneys of any of the Parties shall be charged personally with any liability or held liable (i) under any term or provision of this Agreement or because of its execution or attempted execution or because of any breach or alleged breach thereof, or (ii) for any act or omission in connection with their respective duties

hereunder. This provision shall not affect the ability of APHIS WS to pursue legal action against the Port Authority if the Port Authority is in breach of this Agreement.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

APPROVED:
FORM | TERMS

BY: _____ 4/25/2016
Lillian D. Valenti, Chief Procurement Officer — Date
The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street, 21st Floor
New York, NY 10007

In accordance with the Debt Collection Improvement Act of 1996, the United States Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

The Port Authority Taxpayer Identification Number (TIN): 13-6400654

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 4/27/16
Aaron Guikema, State Director — Date
USDA, APHIS, WS
140-C Locust Grove Road
Pittstown, NJ 08867

BY: _____ 4/29/2016
Allen Gosser, State Director — Date
USDA, APHIS, WS
572 Third Ave. Extension, Extension Suite 2
Rensselaer, NY 12144

BY: _____ 5/2/16
Robert Hudson, Acting Regional Director — Date
USDA, APHIS, WS
920 Main Campus Drive, Suite 200
Raleigh, NC 27606

ATTACHMENT A

SCOPE OF SERVICES

A. JUSTIFICATION AND OBJECTIVES

The APHIS WS program is a non-regulatory, federal, cooperative wildlife management program whose mission is to provide federal leadership in reducing conflicts between people and wildlife and has the primary responsibility for responding to threats caused by wildlife. A growing focus of APHIS WS is to help promote the safe operation of aircraft by working with airport managers and operators to document, assess, and manage wildlife hazards at airports throughout the United States.

Wildlife-related events at airports may result in monetary losses, equipment and infrastructure damage, and human injuries or death. Maintenance of aviation safety is the top concern of APHIS WS in working with airports to reduce wildlife hazards. Human injuries and loss of life are the most significant consequences of wildlife strikes with aircraft.

The objective of this Agreement is to support maintenance and implementation of the Wildlife Hazard Management Plans (WHMP) and to enhance compliance with the requirements of Title 14 of the Code of Federal Regulations (CFR), Part 139.337 at John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Newark Liberty International Airport (EWR), Stewart International Airport (SWF), and Teterboro Airport (TEB) ("the Airports"). This objective also involves technical assistance and direct management of hazardous wildlife and assistance with wildlife attractant management on and near the Airports.

B. RESULTS AND BENEFITS EXPECTED

Expected benefits from the program include:

1) Monitoring and report preparation of wildlife species presence and seasonal and behavioral activity of wildlife (using quantitative data).
2) Identification and alleviation of wildlife hazards to aviation.
3) Assistance with strategic planning of wildlife management programs.
4) Support on wildlife damage management issues with regulatory agencies, the public, or others.
5) Enhanced training for airport personnel.
6) Collection and analysis of wildlife management data.

C. PLANNED APHIS WS ACTIVITIES AT THE AIRPORTS

Unless stated otherwise, activities listed below are conducted year-round.

<u>1. Continued Monitoring of Wildlife Presence and Attractants at and around the Airports</u>

APHIS WS Biologists and/or Specialists will monitor wildlife activity at and around the Airports. APHIS WS will conduct surveys as documented in a protocol developed for each airport. Data collected from these surveys will be entered into the Port Authority's Wildlife Database within one week. APHIS WS Biologists and Specialist will be granted access to wildlife information within the Port Authority Wildlife Database.

2. Complementing the Airport Staff on Wildlife Hazard Management Operations

APHIS WS Biologists and/or Specialists will support and enhance current actions by the Contract Administrator or his/her designee and Operations Staff of the Airports. APHIS WS will be available to assist with wildlife hazard management (where permitted and agreed upon by APHIS WS and the PA), species identification, and collection and analysis of data. To ensure permit compliance, all direct control data must be entered into the airport log system (currently ASOCS) within 24 hours. This program will include the required lethal and nonlethal control.

3. Research Conducted at the Airports

All research will be coordinated with Port Authority Biologists. All scientific results and publications will be reviewed and approved by Port Authority Biologists before reports or publications are submitted. American kestrel and snowy owl trapping and relocation are two identified research requirements.

4. Wildlife Hazard Management Plans

APHIS WS will meet at least annually with the Port Authority Biologists to review the Airports' WHMPs, and will work cooperatively with the Port Authority Biologists in the implementation of the current WHMP at each airport.

5. Training

Qualified APHIS WS Airport Biologists may serve as trainers to satisfy 14 CFR Part 139.303(e)(5) and Advisory Circular 150/5200-36 requirements for airport personnel, when requested. The APHIS WS Biologists may also train other people with relationships to the airport such as other Port Authority, AVPORTS, FAA, Tenants, or Vendor employees, when requested. When appropriate, the APHIS WS Biologists may also be asked to conduct other trainings or outreach for the Airports. APHIS WS will coordinate with the Contract Administrator or his/her designees prior to conducting any training.

6. Data Analysis

APHIS WS Biologists and/or Specialists will work collaboratively with the Contract Administrator or his/her designee to analyze wildlife data within the scope of this Agreement.

7. Vendors and Tenants

APHIS WS Biologists and/or Specialists will support the Contract Administrator in working with vendors and tenants (i.e., food retailers, airlines, taxis) at the Airports to minimize wildlife attractants and increase wildlife strike reporting.

8. Media and Public Inquiries

APHIS WS will, when requested and within reasonable time allowances, provide the Port Authority with scientifically-based information regarding wildlife and wildlife hazard management at airports.

All data collected under this agreement is property of the Port Authority. If APHIS WS receives a bona fide Freedom of Information Act (FOIA) request for a copy of this Agreement, or any other document produced under this Agreement, APHIS WS shall notify the Port Authority of such request within ten (10) days of receipt of such request. Other than bona fide FOIA requests, APHIS WS shall request written authorization from the Port Authority on the release of any information in connection with this

Agreement, including advertisements, presentations, photographs, or the issuance of literature of any kind, which refers to the Port Authority or to the fact that goods have been, are being, or will be provided to it and/or that services have been, are being or will be performed for it in connection with this Agreement.

All media inquiries relation to this Agreement and the works to be performed by APHIS WS, if received by APHIS WS, shall be directed to the Port Authority's Contract Administrator. APHIS WS shall not respond to any media requests regarding this Agreement and the works to be performed unless requested by the Port Authority, or unless such request is made under FOIA.

9. Permits

APHIS WS will collaborate with the Contract Administrator to carefully determine the species and numbers that should be listed on permits. When APHIS WS Biologists and/or Specialists must enact the "emergency take clause" on airport depredation permits, the Contract Administrator will be notified of take details by email within eight (8) hours. A Port Authority Biologist will then issue the formal notification to the USFWS within the required time frame and copy APHIS WS on such correspondence. APHIS WS may operate on permits issued to APHIS WS in special circumstances if mutually agreed upon by both parties; an example of this action would be the use of APHIS WS bird banding permit.

10. Data Collection and Consolidation

APHIS WS will document all monitoring and management data in the Port Authority wildlife database. APHIS WS will have access to data maintained in the Port Authority database.

11. Meetings and Committees

To serve on or attend Task Force and other meetings or committees as a subject matter expert at the request of the Port Authority (or AVPORTS, where applicable), and at APHIS WS' discretion and in accordance with Federal legal requirements, related to wildlife hazard management at the Airports. APHIS WS will communicate, as a subject matter expert, the Airports' actions and history regarding airport wildlife hazard management. APHIS WS may also be invited to participate on or attend any Airport Wildlife Hazard Committee that meets routinely and that is comprised of representatives of groups that are involved in managing wildlife hazards at the Airports including, but not limited to, Operations staff, Maintenance staff, airlines, or other tenants operating at the Airports, ATCT personnel, taxi-hold management, Port Authority Police Department, etc. APHIS WS Biologists and/or Specialists may attend other meetings to discuss airport wildlife management issues at the request of the Port Authority.

APHIS WS New Jersey and New York Lead Individual or their designee on this Agreement shall attend monthly meetings at 4 World Trade Center (4 WTC) 150 Greenwich St., 18th Floor, New York, New York, 10007 or an alternate location as requested by the Port Authority, to discuss the operations of the Agreement with APHIS WS.

12. Off-airport Work

APHIS WS will assist the Airports with wildlife-related issues not listed above or below, as requested, as long as the work is consistent with APHIS WS directives and mission and within the estimated cost of services and in accordance with the "Extra Work" clause. Off-airport work will include work related to resident Canada goose management, mute swan management, gull nest management, white-tailed deer management, transportation of wildlife to rehabilitators or animal shelters, and the raptor trapping and

relocation program. All off-airport work will be conducted within a 5-mile radius of the airport, unless mutually agreed upon in writing in advance of the services being provided.

D. PLANNED APHIS WS ACTIVITIES FOR INDIVIDUAL AIRPORTS and RESOURCES REQUIRED

The Port Authority will appoint an individual as a point of contact and will provide logistical support in for APHIS WS Biologists and/or Specialists, and vehicle access to the respective airfields in coordination with operations (provided that vehicle meets FAA requirements for driving on an airfield and the vehicle driver meets the Authority's requirements for airfield driving; the Authority will not provide an escort to APHIS WS for the performance of the duties described in this document. The Contract Administrator will ensure support for on-the-job training for new employees while they are attaining driving privileges. Other necessary resources include office space for each full-time, year-round employee that is strictly dedicated to an airport and space to store equipment and firearms.

APHIS WS will trap, band, and relocate raptors at all Port Authority airports, including the use of auxiliary markers and transmitters and the use of an APHIS WS bird banding permit. APHIS WS will implement mammal damage management, including the use of cable restraints, foothold traps, body-gripping traps, night vision, suppressors, FLIR, center fire rifles, and rim fire rifles all in accordance with airport permits.

APHIS WS will trap, remove, and euthanize nuisance birds, including European starlings, pigeons, and house sparrows. APHIS WS will also trap mourning doves, brown-headed cowbirds, red-winged blackbirds, and other birds as requested by the Port Authority.

APHIS WS will conduct off-airport Canada goose management that includes at least nest and egg control and capture and removals during the molt. APHIS WS will coordinate all work and permitting with the Port Authority that is funded specifically under this agreement.

JFK International Airport

Resources required to meet obligations under this agreement for planned activities include:

1. One (1) year-round Wildlife Damage Management Biologist
2. Two (2) year-round Wildlife Specialists
3. One (1) Seasonal Wildlife Specialists for the Bird Hazard Reduction Program, from May through October
4. Seasonal Wildlife Specialists to provide seasonal wildlife program from May through October
5. Two (2) NRA-certified shotgun instructors to provide training for all APHIS WS staff working at JFK

All APHIS WS personnel will be supervised by the District Supervisor in the APHIS WS NYC-Long Island District Office. Seasonal staff may be hired and trained in April, to facilitate operational work beginning in May for the Bird Hazard Reduction Program and Seasonal Wildlife Program.

1. Bird Hazard Reduction Program

APHIS WS will continue to conduct the lethal Bird Hazard Reduction Program as specified by the Contract Administrator. A full analysis of this program is available in the Supplement to the EIS Gull Hazard Reduction Program: John F. Kennedy International Airport completed in 2010. Generally, this annual program will begin in May and end in October; however, the exact timing

of this program may change from year-to-year. At least one shooting station will be operated each day, 7 days per week, including holidays. Additional shooting stations may be added upon mutual agreement with The Port Authority.

2. Seasonal Wildlife Program Patrols May through October

From May 1 through October 31, two APHIS WS Specialists in separate vehicles will patrol the airport operations area (AOA)—7 days per week, from dawn (30 minutes prior to sunrise) until dusk (30 minutes after sunset)—to conduct management and monitoring activities. APHIS WS may patrol other portions of the airport upon request. This program requires lethal and nonlethal control.

3. Laughing Gull Nesting Colony Survey

In accordance with the airport's permits, APHIS WS will conduct annual laughing gull nest colony surveys prior to June 15th. Survey protocol requires nest estimation based on annual aerial photographs and additional ground-truthing surveys every three years. APHIS WS will coordinate all surveys, including obtaining any permits required, with FAA, NPS, and the Contract Administrator as needed. Any changes to survey protocol shall be made in agreement with The Port Authority in writing.

LaGuardia Airport

Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist and one-half (0.50) year-round Wildlife Specialist. This Wildlife Specialist will work forty hours per pay period at LaGuardia Airport. All APHIS WS personnel will be supervised by the District Supervisor in the APHIS WS NYC-Long Island District Office. During November-February, Wildlife Specialist staffing may vary upon mutual agreement with The Port Authority.

Rikers Island Wildlife Management

APHIS WS will work with the Contract Administrator or his/her designee to conduct wildlife monitoring and management on Rikers Island as deemed necessary and permitted by the New York City Department of Correction (DOC). This work requires year-round monitoring as documented in the continued monitoring protocol developed for LaGuardia Airport as well as a seasonal wildlife management program. The seasonal wildlife management program is conducted during the months of May, June, and July and requires 2-3 employees for three days each week. Weekly staffing levels may be dependent on weather and the availability of DOC escorts.

Newark Liberty International Airport

Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by the District Supervisor for APHIS WS in New Jersey.

Stewart International Airport

Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by a supervisor in the APHIS WS Castleton District Office.

Teterboro Airport

Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by the District Supervisor for APHIS WS in New Jersey.

E. STIPULATIONS AND RESTRICTIONS

APHIS WS will notify the Contract Administrator in advance of any scheduled leave taken by a Biologist or the year-round Specialist dedicated to this Agreement. APHIS WS Biologists will coordinate their leave schedules, when feasible, to maximize coverage at the Airports. APHIS WS will ensure that all surveys are completed regardless of staff's leave status. If leave exceeds 48 hours, APHIS WS will coordinate with the Port Authority to determine if replacement staff is required to cover the absence. The APHIS WS Biologist and Specialist will not overlap scheduled leave longer than 48 hours without prior approval from the Contract Administrator or his/her designee. In the event that a seasonal (May - October) Specialist is on leave, every effort will be made to ensure that the work is covered by qualified staff.

APHIS WS also shall have permission to maintain firearms at the Airports, to store them in an APHIS WS firearms safe accessible only to APHIS WS, except at JFK where the safe is maintained by the Port Authority, and to discharge firearms and pyrotechnics in safe areas on the airfield or other locations by mutual agreement. If firearms storage at JFK changes during the life of this Agreement, the Contract Administrator shall be notified in advance of the changes and the same rules will apply regarding discharge of firearms and pyrotechnics.

APHIS WS activities under this Agreement will be limited to the Airports and other areas mutually agreed upon by The Port Authority. Techniques will be environmentally sound, safe, and selective. All program activities will comply with applicable local, state, and federal laws and regulations as well as Port Authority (and AVPORTS, when applicable) policies, rules, and regulations. If applicable, permits will be secured to perform the work outlined in this Agreement. These activities will be within the policy guidelines of APHIS WS and will comply with all applicable Federal laws and regulations.

F. SAFETY

APHIS WS will conduct operations in accordance with the Port Authority (and AVPORTS, when applicable) safety, security, and environmental regulations and procedures. All other safety requirements of APHIS WS, the FAA, and the Port Authority will be met by APHIS WS as required. The Port Authority requires strict adherence to airfield driving requirements and any APHIS WS personnel who fail to successfully attain or maintain airfield driving privileges will result in termination from the Agreement.

G. REPORTS

APHIS WS will submit monthly monitoring reports to the Port Authority Biologists by the fifteenth day of the following month. APHIS WS will prepare these reports in a standardized format.

APHIS WS will issue annual reports that will include on- and off-airport analyses of wildlife survey data by March 31st of the following year. The JFK annual report will also include an analyses of the Bird Hazard Reduction Program and the laughing gull nest survey. The LGA annual report will

include an analysis of the gull nesting on Rikers Island. The SWF annual report will include an analysis of the special archery-only deer hunting program.

APHIS WS will provide annual reports of off-airport resident Canada goose and/or mute swan management programs by October 1st of the same calendar year in which those programs were conducted. Any other reports identified through management activities may also be submitted.

H. PERFORMANCE REQUIREMENTS

APHIS WS performance shall be based on adherence to the Agreement and as follows:

(1) Staffing number, level, and qualifications as required in Attachment A Scope of Services, (D) Planned Activities for Individual Airports and Resources Required;

(2) Reports submitted within time frames in Attachment A Scope of Services, (G) Reports;

(3) continued monitoring surveys completed within time frames as provided in Attachment A Scope of Services, (C)(1) Continued Monitoring of Wildlife Presence and Attractants at and around the Airports;

(4) Direct control data entry accuracy and timeliness as provided in Attachment A Scope of Services; activities completed as described in Attachment A Scope of Services, (C) Planned Activities at the Airports and (D) Planned Activities at Individual Airports and Resources Required.

I. EFFECTIVE DATES

Planned activities by APHIS WS, as stipulated in this Attachment A of this Cooperative Service Agreement, will begin retroactively on April 15, 2016 and will end March 31, 2021.

ATTACHMENT B

APHIS-WS ESTIMATED COST PROPOSAL

	5 Year Agreement					
	2016	2017	2018	2019	2020	Total
JFK	$894,364	$921,194	$948,830	$977,295	$1,006,614	$4,748,298
LGA	$287,556	$296,183	$305,068	$314,220	$323,647	$1,526,675
SWF	$165,701	$170,672	$175,792	$181,066	$186,498	$879,730
EWR	$182,231	$183,377	$187,248	$193,849	$197,956	$944,660
TEB	$195,233	$196,662	$200,825	$207,725	$212,182	$1,012,627
Annual Total	$1,727,101	$1,770,105	$1,819,782	$1,876,175	$1,928,917	$9,111,990

Salary Table 2016[1]

Title	Grade	Annual Salary[2] Low (Step 1)	Annual Salary[2] High (Step 10)	Hourly Wage[3] Low (Step 1)	Hourly Wage[3] High (Step 10)	Total Benefits
Wildlife Specialist	3	$ 29,073	$ 37,794	$ 13.93	$ 18.11	+40%
	4	$ 32,637	$ 42,428	$ 15.64	$ 20.33	+40%
	5	$ 36,515	$ 47,468	$ 17.50	$ 22.74	+40%
	6	$ 40,703	$ 52,913	$ 19.50	$ 25.35	+40%
	7	$ 45,232	$ 58,802	$ 21.67	$ 28.18	+40%
Wildlife Biologist	7	$ 45,232	$ 58,802	$ 21.67	$ 28.18	+40%
	9	$ 55,327	$ 71,920	$ 26.51	$ 34.46	+40%
Program Support	6	$ 40,703	$ 52,913	$ 19.50	$ 25.35	+40%
	7	$ 45,232	$ 58,802	$ 21.67	$ 28.18	+40%
Budget Analyst	9	$ 55,327	$ 71,920	$ 26.51	$ 34.46	+40%
	11	$ 66,940	$ 87,021	$ 32.07	$ 41.70	+40%
District Supervisor	11	$ 66,940	$ 87,021	$ 32.07	$ 41.70	+40%
	12	$ 80,234	$ 104,304	$ 38.44	$ 49.98	+40%
Assistant State Director	12	$ 80,234	$ 104,304	$ 38.44	$ 49.98	+40%
	13	$ 95,409	$ 124,037	$ 45.72	$ 59.43	+40%
State Director	13	$ 95,409	$ 124,037	$ 45.72	$ 59.43	+40%
	14	$ 112,744	$ 146,570	$ 54.02	$ 70.23	+40%

[1]- Future years available annually on the OPM website which is updated annually: https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/

[2] - Annual rate for NY-NJ-CT-PA Locality Rate: https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2016/NY.pdf

[3]- Hourly rate for NY-NJ-CT-PA Locality Rate: https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2016/NY_h.pdf

LOCALITY PAY AREA = NEW YORK-NEWARK, NY-NJ-CT-PA

Note: The distribution of the Estimated Cost Proposal may vary as necessary to accomplish the purpose of this Agreement, but may not exceed $9,111,990 over the five (5) year period.

Estimated Annual Personnel- JFK

Description	Title	Grade	# Staff	Regular Hours	Night Differential Hours*	Overtime Hours*
Full Time Staff at JFK	Widlife Biologist	7 or 9	1	2080	0	160
	Widlife Specialist	6 or 7	2	2080	0	160
Seasonal Staff and Offsite Goose Management Staff	Widlife Specialist	4,5, or 6	7	1200	0	120
Administrative	Budget Analyst	11	1	312	0	0
	Program Support	7	1	312	0	0
Supervisory	Asst. State Director	13	1	208	0	0
	District Supervisor	11	1	1144	0	0

	2016	2017	2018	2019	2020
Personnel Costs (Salary & Benefits) Total	$575,165.52	$592,420.49	$610,193.10	$628,498.89	$647,353.86
Vehicle--*Maintenance, Fuel, and Lease Cost of GSA Vehicles*	$50,000	$51,500	$53,045	$54,636	$56,275
Travel-- *conferences, required training, and mission related travel*	$14,223	$14,650	$15,089	$15,542	$16,008
Supplies and Equipment (Purchased)--*computers, cell phones, firearms, ammunition, traps, pyrotechnics, etc.*	$64,004	$65,924	$67,902	$69,939	$72,037
SUBTOTAL (Direct Costs)	$703,393	$724,494	$746,229	$768,616	$791,674
Pooled Job Costs--*Equipment shared across projects, equipment depreciation*	$77,373	$79,694	$82,085	$84,548	$87,084
Indirect Costs--*Agency-provided services (HR, IT support, and environmental (NEPA))*	$113,598	$117,006	$120,516	$124,131	$127,855
JFK Total	$894,364	$921,194	$948,830	$977,295	$1,006,614

*Definitions of USDA Differential Pay available at WS Tour Of Duty Directive 4.101 (https://www.aphis.usda.gov/wildlife_damage/directives/4.101_ws_tour_of_duty.pdf)

Estimated Annual Personnel- LGA						
Description	Title	Grade	# Staff	Regular Hours	Night Differential Hours*	Overtime Hour*
Full Time Staff at LGA	Widlife Biologist	7 or 9	1	2080	0	20
	Widlife Specialist	5 or 6	1	1040	0	40
Rikers Island Staff (May-July)	Widlife Specialist	4,5, or 6	3	500	0	20
Administrative	Budget Analyst	11	1	91	0	0
	Program Support	7	1	156	0	0
Supervisory	Asst. State Director	13	1	104	0	0
	District Supervisor	11	1	416	0	0

	2016	2017	2018	2019	2020
Personnel Costs (Salary & Benefits) Total	$190,957.13	$196,685.84	$202,586.42	$208,664.01	$214,923.93
Vehicle--*Maintenance, Fuel, and Lease Cost of GSA Vehicles*	$11,324	$11,664	$12,014	$12,374	$12,745
Travel-- *conferences, required training, and mission related travel*	$3,492	$3,597	$3,705	$3,816	$3,930
Supplies and Equipment (Purchased)--*computers, cell phones, firearms, ammunition, traps, pyrotechnics, etc.*	$20,382	$20,993	$21,623	$22,272	$22,940
SUBTOTAL (Direct Costs)	$226,155	$232,940	$239,928	$247,126	$254,540
Pooled Job Costs--*Equipment shared across projects, equipment depreciation*	$24,877	$25,623	$26,392	$27,184	$27,999
Indirect Costs--*Agency-provided services (HR, IT support, and environmental [NEPA])*	$36,524	$37,620	$38,748	$39,911	$41,108
LGA Total	$287,556	$296,183	$305,068	$314,220	$323,647

*Definitions of USDA Differential Pay available at WS Tour Of Duty Directive 4.101 (https://www.aphis.usda.gov/wildlife_damage/directives/4.101_ws_tour_of_duty.pdf)

Estimated Annual Personnel- SWF						
Description	Title	Grade	# Staff	Regular Hours	Night Differential Hours*	Overtime Hour*
Full Time Staff at SWF	Widlife Biologist	7 or 9	1	2080	0	0
Administrative	Budget Analyst	11	1	52	0	0
	Program Support	7	1	104	0	0
Supervisory	Asst. State Director	13	1	104	0	0
	District Supervisor	11	1	312	0	0

	2016	2017	2018	2019	2020
Personnel Costs (Salary & Benefits) Total	$113,253	$116,651	$120,151	$123,755	$127,468
Vehicle--*Maintenance, Fuel, and Lease Cost of GSA Vehicles*	$6,459	$6,653	$6,852	$7,058	$7,270
Travel-- *conferences, required training, and mission related travel*	$2,584	$2,662	$2,741	$2,824	$2,908
Supplies and Equipment (Purchased)--*computers, cell phones, firearms, ammunition, traps, pyrotechnics, etc.*	$8,023	$8,264	$8,512	$8,767	$9,030
SUBTOTAL (Direct Costs)	$130,319	$134,229	$138,256	$142,404	$146,676
Pooled Job Costs--*Equipment shared across projects, equipment depreciation*	$14,335	$14,765	$15,208	$15,664	$16,134
Indirect Costs--*Agency-provided services (HR, IT support, and environmental (NEPA))*	$21,047	$21,678	$22,328	$22,998	$23,688
SWF Total	$165,701	$170,672	$175,792	$181,066	$186,498

*Definitions of USDA Differential Pay available at WS Tour Of Duty Directive 4.101 (https://www.aphis.usda.gov/wildlife_damage/directives/4.101_ws_tour_of_duty.pdf)

Estimated Annual Personnel- EWR						
Description	Title	Grade	# Staff	Regular Hours	Night Differential Hours*	Overtime Hour*
Full Time Staff at EWR	Widlife Biologist	9	1	2080	120	0
Offsite Goose Management--Additional Staff (March-July)	Widlife Biologist	9	1	40	0	0
	Widlife Specialist	7	1	40	0	0
	Widlife Specialist	4	4	40	0	0
Administrative	Budget Analyst	11	1	104	0	0
	Program Support	7	1	104	0	0
Supervisory	State Director	13	1	13	0	0
	District Supervisor	11	1	52	0	0

	2016	2017	2018	2019	2020
Personnel Costs Total	$98,541.37	$101,497.61	$104,542.54	$107,678.82	$110,909.18
Vehicle--*Maintenance, Fuel, and Lease Cost of GSA Vehicles*	$17,727	$17,727	$17,727	$17,727	$17,727
Travel- *airfare, accomodations, meals, and incidental travel expenses*	$3,813	$3,813	$3,813	$3,813	$3,813
Supplies and Equipment (Purchased)--*computers, cell phones, firearms, ammunition, traps, pyrotechnics, etc.*	$23,238	$21,183	$21,183	$23,238	$23,238
SUBTOTAL (Direct Costs)	$143,319	$144,221	$147,266	$152,457	$155,687
Pooled Job Costs--*Equipment shared across projects, equipment depreciation*	$15,765	$15,864	$16,199	$16,770	$17,126
Indirect Costs--*Agency-provided services (HR, IT support, and environmental (NEPA))*	$23,146	$23,292	$23,783	$24,622	$25,143
EWR Total	$182,231	$183,377	$187,248	$193,849	$197,956

*Definitions of USDA Differential Pay available at WS Tour Of Duty Directive 4.101 (https://www.aphis.usda.gov/wildlife_damage/directives/4.101_ws_tour_of_duty.pdf)

Estimated Annual Personnel- TEB						
Description	Title	Grade	# Staff	Regular Hours	Night Differential Hours*	Overtime Hour*
Full Time Staff at TEB	Widlife Biologist	9	1	2080	120	0
Offsite Goose Management--Additional Staff (March-July)	Widlife Biologist	9	2	40	0	0
	Widlife Specialist	7	2	40	0	0
	Widlife Specialist	4	4	40	0	0
Administrative	Budget Analyst	11	1	130	0	0
	Program Support	7	1	130	0	0
Supervisory	State Director	13	1	13	0	0
	District Supervisor	11	1	104	0	0

	2016		2017		2018		2019		2020
Personnel Costs Total	$105,947.77		$109,126.20		$112,399.99		$115,771.99		$119,245.15
Vehicle--*Maintenance, Fuel, and Lease Cost of GSA Vehicles*	$19,150		$19,150		$19,150		$19,150		$19,150
Travel- *airfare, accomodations, meals, and incidental travel expenses*	$5,877		$5,877		$5,877		$5,877		$5,877
Supplies and Equipment (Purchased)--*computers, cell phones, firearms, ammunition, traps, pyrotechnics, etc.*	$22,571		$20,516		$20,516		$22,571		$22,603
SUBTOTAL (Direct Costs)	$153,546		$154,669		$157,943		$163,370		$166,875
Pooled Job Costs--*Equipment shared across projects, equipment depreciation*	$16,890		$17,014		$17,374		$17,971		$18,356
Indirect Costs--*Agency-provided services (HR, IT support, and environmental (NEPA))*	$24,798		$24,979		$25,508		$26,384		$26,950
TEB Total	$195,233		$196,662		$200,825		$207,725		$212,182

*Night Differential is an additional 10% increase in pay for work conducted between 6:00 pm to 6:00 am as defined in the WS Tour Of Duty Directive 4.101 (https://www.aphis.usda.gov/wildlife_damage/directives

ATTACHMENT C

TERMS AND CONDITIONS

A. Extra Work

The APHIS WS is required to provide separate materials, supplies, equipment and personnel for Extra Work when such is deemed necessary by the Contract Administrator. "Extra Work" as used herein shall be defined as work which differs from that expressly or impliedly required by Attachment A: Scope of Services in their present form. Total Extra Work performed by the APHIS WS shall not exceed six percent (6%) of the Total Estimated Agreement Price of this Agreement for the entire Term of this Agreement including extensions thereof. Prior to APHIS WS performance of any Extra Work, the Port and APHIS WS shall amend this Agreement, by an amendment signed by both parties, to provide for the addition of the Extra Work, and any corresponding compensation for such Extra Work.

An increase in area or frequency does not necessarily constitute Extra Work, but shall be compensated based on the prices in the Pricing Sheet(s) and the paragraph herein titled "Increase or Decrease in Areas or Frequencies".

If the APHIS WS performs Extra Work which was approved by the Port Authority, the APHIS WS shall submit a separate Invoice to the Port Authority. The Invoice package shall contain at minimum the following:

A. A description of the work performed
B. The title and employee name who performed the work
C. The unit price multiplied by the duration of time the work was performed
D. The total amount due
E. The date(s) the work was performed
F. Agency name
G. Any supporting documentation (reports, records, receipts, etc.)

If APHIS WS is requested to perform Extra Work pursuant to a written order of the Contract Administrator which details the scope of work requested, expressly recognizing such work as Extra Work. If Lump Sum or Unit Price compensation cannot be agreed upon by the parties in writing prior to the start of Work, the APHIS WS shall perform such Extra Work and the APHIS WS's compensation shall be increased by the sum of the following amounts and such amounts only: (1) the actual net cost, in money, of the Labor, and material, required for such Extra Work; (2) ten percent (10%) of the amount under (1) above; (3) such rental as the Contract Administrator deems reasonable for services and equipment (other than small tools) required for such Extra Work at cost to the APHIS WS.

The Contract Administrator shall have the authority to decide all questions in connection with the Extra Work. The exercise by the Contract Administrator of the powers and authorities vested in him/her by this section shall be binding and final upon the Port Authority and the APHIS WS.

APHIS WS shall submit all reports, records and receipts as are requested by the Contract Administrator so as to enable him/her to ascertain the time expended in the performance of the Extra Work, the quantity of labor and materials used therein and the cost of said labor and materials to the APHIS WS.

The provisions of this Agreement relating generally to Work and its performance shall apply without exception to any Extra Work requested and to the performance thereof. Moreover, the provisions of the Attachment A: Scope of Services relating generally to the Work and its performance shall also

apply to any Extra Work requested and to the performance thereof, except to the extent that a written order in connection with any particular item of Extra Work may expressly provide otherwise.

If the APHIS WS deems work to be Extra Work, the APHIS WS shall give written notice to the Contract Administrator at least twenty-four (24) hours of performing the work that it so considers as Extra Work, and failure of the APHIS WS to provide said notice shall be a waiver of any claim to an increase in compensation for such work and a conclusive and binding determination that it is not Extra Work. The APHIS WS shall not commence any Extra Work or any work it considers Extra Work unless it receives written approval from the Contract Administrator.

The APHIS WS shall supply the amount of materials, supplies, equipment and personnel required by Contract Administrator within seven (7) days following the receipt of written or verbal notice from the Contract Administrator, or in the case of an emergency as determined by the Contract Administrator , within 24 hours following the receipt by the APHIS WS of the Contract Administrator's written or oral notification. Where oral notification is provided hereunder, the Contract Administrator shall thereafter confirm the same in writing.

B. Increase or Decrease in Areas or Frequencies

The Contract Administrator shall have the right, at any time and from time to time in his/her sole discretion, to increase or decrease the frequencies of all or any part of the services required hereunder and/or to add areas not described herein in the Attachment A: Scope of Services or remove areas or parts of areas which are hereunder so described. In the event the Contract Administrator decides to change any frequencies or areas such change shall be 30 days by written notice, said changes to be effective upon the date specified in said notice. Payment for such additional Wildlife Staff hours shall be at the same hourly rate then in effect. Any increase over the previously agreed upon total estimated cost must be approved via an amendment signed by both parties prior to the commencement of any such activities.

The Port Authority, at its discretion may add, delete or modify locations and/or Facilities in New York and New Jersey.

In the event of an increase or decrease in areas or frequencies, the APHIS WS's compensation will be adjusted to reflect such change in areas or frequencies utilizing the applicable Unit Price for such services (for the applicable Agreement year) as set forth on the Pricing Sheet(s). In the event that an increase or decrease in areas or frequencies results in the addition or removal of a Facility, management fees and other expenses associated with the addition or removal of a Facility shall be adjusted to reflect such change in areas or frequencies.

Where no specific Rates have been quoted for the type of services to be increased or decreased, the Contract Administrator shall have the right to negotiate the compensation to reflect such change, whether an increase or decrease in areas or frequencies, which, in the opinion of the Contract Administrator, are necessary to complete the work, by multiplying the increased or decreased amount by the negotiated rate.

In the event of a decrease, the APHIS WS shall not be entitled to compensation for Work not performed, pursuant to Article 14 of this Agreement.

Any increases in frequencies or areas shall not necessarily constitute Extra Work and, as such, might not be limited by the Extra Work provisions of this Agreement.

C. Space Provided to the APHIS WS

The Port Authority shall furnish APHIS WS without charge exclusive or non-exclusive space ("Space") for administrative office purposes in connection with this Agreement and for the storage of the APHIS WS's equipment, materials and supplies used at a facility, which Space shall be taken by the APHIS WS in its "as is" condition.

The Port Authority shall have the right at any time and as often as it considers necessary, to inspect the Space and (without any obligation to do so) to enter thereon to make ordinary repairs and in the event of an emergency to take such action therein as may be required for the protection of persons and property. The Port Authority, its officers, employees and representatives shall have the right at all times to enter upon the Space provided to APHIS WS for the purpose of inspecting the same, for observing the performance of APHIS WS of its obligations under this Agreement, and for the doing of any act or duty which the Port Authority may be obligated to have the right to do under this Agreement or otherwise. The Port Authority shall have the right, from time to time, to re-designate the location of the Space and the APHIS WS shall, at its own expense, comply therewith.

APHIS WS shall repair all damage to the space and all damage to fixtures, improvements and personal property of the Port Authority which may now or may hereafter be located thereon, which may be caused by the operations of APHIS WS under this agreement or by acts or omissions of APHIS WS, its officers, agents, employees or representatives whether the damage occurs during the course of their employment by the APHIS WS or otherwise.

Upon the expiration or earlier termination or revocation of this Agreement or upon a change of Space or termination of the right to use the Space, APHIS WS shall remove its equipment, materials, supplies, and other personal property from the Space. APHIS WS shall fail to remove its property on or before the expiration, termination or revocation of this Agreement, or upon a change of Space or termination of the right to use Space, the Port Authority may dispose of such property or waste, remove such property to a public warehouse for deposit or retain the same in its own possession, and sell the same at public auction, the proceeds of which shall be applied first to the expenses of removal, storage and sale, second to any sums owed by APHIS WS; if the expenses of such removal, storage and sale exceed the proceeds of sale APHIS WS shall pay such excess to the Port Authority upon demand.

APHIS WS shall not perform any maintenance (excluding cleaning) and repairs, nor erect any structures, make any improvements or do any other construction work on the Space provided to APHIS WS hereunder or elsewhere at the Airports or alter, modify or make additions or repairs to or replacements of any existing structures or improvements, or install any fixtures (other than trade fixtures, removable without injury to the Space) without the prior written approval of the Port Authority and in the event any construction, improvements, alterations, modifications, additions, repairs or replacements are made without such approval, then upon notice so to do, APHIS WS shall remove the same, or at the option of the Port Authority, cause the same to be changed to the satisfaction of the Port Authority. In case of any failure on the part of APHIS WS to comply with such notice, the Port Authority may undertake the removal or change and APHIS WS shall pay the cost thereof to the Port Authority on demand.

Nothing in the Agreement contained shall give APHIS WS the right to sell, and APHIS WS shall not sell, or permit to be sold, any merchandise at or on the Space. Nothing in this Agreement contained shall give any right to install, and APHIS WS shall not install or permit to be installed, any vending machines or devices at or on the Space.

Upon the expiration or earlier revocation of this Agreement, or upon a change in location constituting the Space, APHIS WS shall promptly vacate the area then constituting the Space and leave the same in the condition existing when it was made available to APHIS WS, reasonable wear and tear excepted.

APHIS WS shall not store any material, equipment, and supplies at any of the Port Authority's facilities that do not belong to the Port Authority or pertain to this Agreement. Temporary storage of some equipment or supplies may be authorized upon mutual agreement in writing by the Contract Administrator and APHIS WS.

D. Identification Requirements

APHIS WS shall require each of its employees working under this Agreement to maintain an applicable and valid facility issued ID(s) except for WS employees working under this agreement that solely work on off airfield projects.

All personnel assigned by APHIS WS shall have in their possession, at all times while providing services under this Agreement, their company ID card.

E. APHIS WS Staff Background Screening

APHIS WS will be required to have its staff, and any subcontractor's staff working under this Agreement undergo background checks APHIS WS staff working under this Agreement including on airport property, shall have, prior to start of work, adequate background checks to comply with FAA and US Homeland Security regulations for the type of work conducted. The cost for said background checks for staff that pass and are granted a credential shall be reimbursable to the Contractor (and its subcontractors) as an out-of-pocket expense as provided herein. Staff that are rejected for a credential for any reason are not reimbursable.

As of January 29, 2007, the Secure Worker Access Consortium (S.W.A.C.) is the only Port Authority approved provider to be used to conduct background screening, except as otherwise required by federal law and/or regulation. Information about S.W.A.C., instructions, corporate enrollment, online applications, and location of processing centers can be found at http://www.secureworker.com, or S.W.A.C. may be contacted directly at (877)522-7922.

F. Automated Clearing House Enrollment

The Port Authority of New York and New Jersey is transitioning to an all electronic method of paying its vendors and APHIS WS via an Automated Clearing House (ACH) funds transfer. APHIS WS must complete the Port Authority's "Authorization Agreement For Direct Deposits and Direct Payments (ACH Credits)" form, which is available at http://www.panynj.gov/business-opportunities/pdf/ach-authorization-form.pdf, in order to receive payment. To avoid delays in payments for commodities and services provided, vendors and APHIS WS must be enrolled in ACH. Printed accounts payable checks will not be issued. The Authorization Agreement shall remain in full force and effect until the Port Authority has received written notification from APHIS WS of its termination in such time and in such manner as to afford the Port Authority and the depository financial institution(s) a reasonable opportunity to act on it. Any questions on this initiative may be directed to the ACH Enrollments contact line at 201 216-6002 or emailed to ACHENROLLMENT@PANYNJ.GOV.

G. Facility Rules and Regulations of The Port Authority

=APHIS WS shall observe and obey (and compel its officers, employees, guests, invitees, and those doing business with it, to observe and obey) the facility Rules and Regulations of the Port Authority now in effect, and such further reasonable Rules and Regulations which may from time to time during the term of this Agreement be promulgated by the Port Authority for reasons of safety, health, preservation of property or maintenance of a good and orderly appearance and efficient operation of the Facility. The Port Authority agrees that, except in case of emergency, it shall give notice to APHIS WS of every Rule and Regulation hereafter adopted by it at least five days before the APHIS WS shall be required to comply therewith.

A copy of the facility Rules and Regulations of the Port Authority shall be available for review by APHIS WS at the Office of the Secretary of the Port Authority.

I. APHIS WS Not an Agent

This Agreement does not constitute APHIS WS the agent or representative of the Port Authority for any purpose whatsoever except as may be specifically provided in this Agreement. It is hereby specifically acknowledged and understood that APHIS WS, in performing its services hereunder, is and shall be at all times an independent entity and the officers, agents and employees of APHIS WS shall not be or be deemed to be agents, servants or employees of the Port Authority.

J. Personal Non-Liability

Neither the Commissioners of the Port Authority nor any of them, nor any officer, agent or employee thereof, shall be charged personally by the APHIS WS with any liability, or held personally liable to APHIS WS under any term or provision of this Agreement, or because of its execution or attempted execution, or because of any breach, or attempted or alleged breach, thereof.

K. Harmony

The APHIS WS shall not employ any persons or use any labor, or use or have any equipment, or permit any condition to exist which shall or may cause or be conducive to any labor complaints, troubles, disputes or controversies at the Facility which interfere or are likely to interfere with the operation of the Port Authority or with the operations of lessees, licensees or other users of the Facility or with the operations of APHIS WS under this Agreement.

The APHIS WS shall immediately give notice to the Port Authority (to be followed by written notices and reports) of any and all impending or existing labor complaints, troubles, disputes or controversies and the progress thereof. APHIS WS shall use its best efforts to resolve any such complaint, trouble, dispute or controversy. If any type of strike, boycott, picketing, work stoppage, slowdown or other labor activity is directed against the APHIS WS at the Facility or against any operations of the APHIS WS under this Agreement, whether or not caused by the employees of the APHIS WS, and if any of the foregoing, in the opinion of the Port Authority, results or is likely to result in any curtailment or diminution of the services to be performed hereunder or to interfere with or affect the operations of the Port Authority , or to interfere with or affect the operations of lessees, licensees, or other users of the Facility or in the event of any other cessation or stoppage of operations by the APHIS WS hereunder for any reason whatsoever, the Port Authority shall have the right at any time during the continuance thereof to suspend the operations of the APHIS WS under this Agreement, and during the period of the suspension the APHIS WS shall not

perform its services hereunder and the Port Authority shall have the right during said period to itself or by any third person or persons selected by it to perform said services of the APHIS WS using the equipment which is used by the APHIS WS and owned by the Port Authority in its operations hereunder as the Port Authority deems necessary and without cost to the Port Authority or to APHIS WS. During such time of suspension, the APHIS WS shall not be entitled to any compensation. Any flat fees, including management fees, shall be prorated. Prior to the exercise of such right by the Port Authority, it shall give the APHIS WS notice thereof, which notice may be oral. No exercise by the Port Authority of the rights granted to it in the above subparagraph shall be or be deemed to be a waiver of any rights of termination or revocation contained in this Agreement or a waiver of any rights or remedies which may be available to the Port Authority under this Agreement or otherwise.

During the time that APHIS WS is performing the Agreement, other persons may be engaged in other operations on or about the worksite including Facility operations, pedestrian, bus and vehicular traffic and other Contractors performing at the worksite, all of which shall remain uninterrupted.

APHIS WS shall so plan and conduct its operations as to work in harmony with others engaged at the site and not to delay, endanger or interfere with the operation of others (whether or not specifically mentioned above), all to the best interests of the Port Authority and the public as may be directed by the Port Authority.

L. Contractor Responsibility, Suspension of Work and Termination

During the term of this Agreement, APHIS WS shall at all times during the Agreement term remain responsible. APHIS WS agrees, that it has legal authority to operate in the States of New Jersey or New York, and can demonstrate integrity, experience, ability, prior performance, and organizational and financial capacity.

The Port Authority, may suspend any or all activities under this Agreement, at any time, when it discovers information that calls into question the responsibility of APHIS WS. In the event of such suspension, APHIS WS will be given written notice outlining the particulars of such suspension. Upon issuance of such notice, APHIS WS must comply with the terms of the suspension order. Agreement activity may resume at such time as the Port Authority issues a written notice authorizing a resumption of performance under the Agreement.

Upon written notice to APHIS WS, and an opportunity to be heard with appropriate Port Authority officials or staff this Agreement may be terminated by the Port Authority.

M. NOTIFICATION OF SECURITY REQUIREMENTS

The Authority has the responsibility of ensuring safe, reliable and secure transportation facilities, systems, and projects to maintain the well-being and economic competitiveness of the region. Therefore, the Authority reserves the right to deny access to certain documents, sensitive security construction sites and facilities (including rental spaces) to any person that declines to abide by Port Authority security procedures and protocols, any person with a criminal record with respect to certain crimes or who may otherwise poses a threat to the construction site or facility security. The Authority reserves the right to impose multiple layers of security requirements on APHIS WS, its staff and subcontractors and their staffs depending upon the level of security required, or may make any amendments with respect to such requirements as determined by the Authority.

These security requirements may include but are not limited to the following:

1. Access control, inspection, and monitoring by security guards

The Authority may provide for Authority construction site or facility (including rental spaces) access control, inspection and monitoring by Port Authority Police or Authority retained contractor security guards. However, this provision shall not relieve APHIS WS of its responsibility to secure its equipment and work and that of its subconsultant/subcontractor's and service suppliers at the Authority construction site or facility (including rental spaces). In addition, APHIS WS, subcontractor or service provider is not permitted to take photographs, digital images, electronic copying and/or electronic transmission or video recordings or make sketches on any other medium at the Authority construction sites or facilities (including rental spaces), except when necessary to perform the Work under this Agreement, without prior written permission from the Authority. Upon request, any photograph, digital images, video recording or sketches made of the Authority construction site or facility shall be submitted to the Authority to determine compliance with this paragraph, which submission shall be conclusive and binding on the submitting entity.

2. Audits for Compliance with Security Requirements

The Port Authority may conduct random or scheduled examinations of business practices under this section entitled "NOTIFICATION OF SECURITY REQUIREMENTS" and the Handbook in order to assess the extent of compliance with security requirements, Confidential Information procedures, protocols and practices, which may include, but not be limited to, verification of background check status, confirmation of completion of specified training, and/or a site visit to view material storage locations and protocols. The Authority may impose, increase, and/or upgrade security requirements for APHIS WS, subcontractors and their staffs during the term of this Agreement to address changing security conditions and/or new governmental regulations.

M. Insurance Procured by the APHIS WS:

USDA

ited States
partment of
riculture

imal and
ant Health
pection
rvice

ildlife Services
30 Route 9
ilston, NY 12033
8-477-4837
8-477-4890 fax

February 9, 2016

Wildlife Services is a Federal program of the United States Department of Agriculture, Animal and Plant Health Inspection Service. Programs of the Federal government are self-insured. Relief from injuries caused by negligent acts or omissions of Wildlife Services employees shall be provided pursuant to the Federal Tort Claims Act (FTCA) and applicable regulations.

According to the Office of General Counsel attorneys "The United States government is self-insured and liable under the Federal Tort Claims Act, 28 U.S. C. § 1346 et seq., for injury or loss of property or personal injury or death, caused by the negligent act or omission of any employee of the government while acting within the scope of his employment. There is no cap on the amount that may be recovered under the FTCA."

This letter is issued to satisfy concerns regarding the limits of liability in working with the Federal government. If you have questions, please do not hesitate to contact me at 518-268-2289.

Sincerely,

Allen Gosser, NY State Director
USDA Wildlife Services

ATTACHMENT D

FORM OF USDA-APHIS INVOICE-WS

USDA-APHIS-WS

USDA-APHIS, General
P.O. Box 979043
St. Louis, MO 63197-9000
Bill Date: 08/17/2016

To:
John F. Kennedy International Airport
The Port Authority of NY & NJ
Building 145, Second Floor
Jamaica, NY 11430
Attention: Manager, Aviation Wildlife Programs

JFK
July 2016
P.O. #4500062406

Charges:		
Salary & Benefits	$	17,999.58
Travel	$	1,859.00
Postage & Related Fees	$	25.00
Printing & Copying	$	-
Vehicle charges	$	335.00
Supplies	$	74.35
Equipment	$	-
Pooled Job Costs	$	2,000.00
Indirect Costs	$	3,000.00
Total Charges	**$**	**25,292.93**

Amount Due: **$25,292.93**

JFK

Pay Period	Employee Name	Position Title	GS-level	Hrs Billed	Regular Hrs	Overtime Hrs	Differential Hrs	Travel Voucher	Other Pay	Employee Total Pay	Comments
7/01/2016 -	Employee X	Wildlife	9	80	80	0	0	$	$	$	BSC-USA;
7/01/2016 -	Employee Y	Wildlife	7	80	75	4	1	$	$	$	BSC-USA;
7/01/2016 -	Employee Z	Wildlife	5	80	70	5	5	$	$	$	step increase,
7/01/2016 -	Employee S	Asst. State	13	1	1	0	0	$	$	$	
7/01/2016 -	Employee D	District	12	2	2	0	0	$	$	$	
7/01/2016 -	Employee B	Budget Analyst	11	4	4	0	0	$	$	$	
7/01/2016 -	Employee C	Program	7	4	4	0	0	$	$	$	
7/15/2016 -	Employee X	Wildlife	9	80	80	0	0	$	$	$	
7/15/2016 -	Employee Y	Wildlife	7	80	80	0	0	$	$	$	
7/15/2016 -	Employee Z	Wildlife	5	40	30	7.5	2.5	$	$	$	
7/15/2016 -	Employee Q	Wildlife	5	3	2	0	1	$	$	$	employment
7/15/2016 - 7/31/2017	Employee S	Asst. State Director	13	1	1	0	0	$ -	$ -	$ 70.00	
7/15/2016 - 7/31/2017	Employee D	District Supervisor	12	0	0	0	0	$ -	$ -	$ -	
7/15/2016 - 7/31/2018	Employee B	Budget Analyst	11	4	4	0	0	$ -	$ -	$ 420.00	
7/15/2016 - 7/31/2019	Employee C	Administrative Asst.	6	4	4	0	0	$ -	$ -	$ 310.00	
Grand Total	--	--	--	463	437	16.5	9.5	$ 384.00	$ 4.17	$ 17,999.58	

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Non-personnel charges: (receipts attached)

	Posting Date	Amount
Travel:		
Traveler Name: XXXXXX		
Registration (BSC-USA)	xx/xx/xxxx	$ 651.00
Hotel (Tucson, AZ)	xx/xx/xxxx	$ 1,208.00
Subtotal:	--	$ 1,859.00
Postage & related fees	xx/xx/xxxx	$ 25.00
Vehicle charges:		
EZ Pass Tolls	xx/xx/xxxx	$ 77.00
Vehicle maintenance	xx/xx/xxxx	$ 109.00
Fuel	xx/xx/xxxx	$ 149.00
Subtotal:	--	$ 335.00
Supplies:		
Trap supplies - bait	xx/xx/xxxx	$ 45.00
Ammunition - 12-ga (3 cases)	xx/xx/xxxx	$ 210.00
Office supplies - pens, staples	xx/xx/xxxx	$ 29.35
Subtotal:	--	$ 284.35

Agreement Number: 0972364157RA
Accounting Code: 9737236543

COOPERATIVE SERVICE AGREEMENT
between
PORT AUTHORITY OF NEW YORK AND NEW JERSEY (PANYNJ)
and
UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)
ANIMAL AND PLANT HEALTH INSPECTION SERVICE (APHIS)
WILDLIFE SERVICES (WS)

ARTICLE 1

The purpose of this Cooperative Service Agreement (CSA) is to: (1) ratify actions undertaken by APHIS WS from July 1, 2008 until the date of final signature of this agreement, in providing wildlife mitigation and management services to LaGuardia Airport (LGA). These services were provided under a previous CSA that was not fully executed, but had been authorized by the Port Authority in July 2008. The estimated amount of the work from July 1, 2008 to May 31, 2009 is $39,177.00, with scope under this portion of the Agreement defined in Attachment A; and (2) authorize a three-year agreement, effective upon final signature of this document and valid for three years hence, to provide one full-time biologist dedicated to LGA who will identify, implement and monitor measures to alleviate or eliminate wildlife hazards to air carrier operations for LGA, as defined in the Work Plan (Attachment B). The cost for this portion of the Agreement is estimated at $371,709. Attachment C provides a combined financial plan for both efforts totaling $410,886.

ARTICLE 2

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101Stat. 1329-331, 7 U.S.C. 426c), to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

APHIS WS and PANYNJ mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement shall be:

   PANYNJ:
   Douglas Stearns, Manager, Airport Operations
   LaGuardia Airport
   Hangar 7 Center, Third Floor
   Flushing, NY 11371

   USDA-APHIS WS:
   Martin S. Lowney, State Director
   USDA, APHIS, WS
   1930 Route 9
   Castleton, NY 12033

2. To meet as determined necessary by either party to discuss mutual Program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan (Attachment A). ("Program" is defined as the services to be performed by APHIS WS pursuant to this Agreement, as set forth more fully in the work plans.) Personnel authorized to attend meetings under this Agreement shall be the Manager, AOSSD, or her designee, the State Director or his designee, and/or those additional persons authorized and approved by the Manager, AOSSD, and the State Director.

3. APHIS WS shall perform services, as more fully set forth in the two Work Plans, which are attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plans.

ARTICLE 4

PANYNJ agrees:

1. To authorize APHIS WS to conduct direct control activities to reduce human health and safety risks and property damage associated with wildlife-aircraft strikes. These activities are defined in the Work Plans. APHIS WS will be considered an invitee on the lands controlled by PANYNJ. PANYNJ will be required to exercise reasonable care to warn APHIS WS as to dangerous conditions or activities in the project areas.

2. To reimburse APHIS WS for costs of services provided under this Agreement up to but not exceeding the amount specified in the Combined Financial Plan (Attachment C), unless prior approval is obtained from the Manager, AOSSD to spend in excess of the specified amount. PANYNJ will begin processing for payment invoices submitted by APHIS WS within 30 days of receipt. PANYNJ ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.

3. To designate to APHIS WS the PANYNJ-authorized individual whose responsibility shall be to coordinate and administer the activities conducted pursuant to this Agreement.

4. To notify APHIS WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the Program. Meetings include internal meetings between APHIS WS and PANYNJ, as well as external meetings that PANYNJ requests APHIS WS attend either on their behalf or with them.

5. APHIS WS shall be responsible for administration and supervision of the Program.

6. All equipment purchased for the Program is and will remain the property of APHIS WS, including the vehicle. For vehicle expenses, WS will only charge standard, Federal mileage rates.

7. To coordinate with APHIS WS before responding to media requests.

8. To list the dedicated USDA, APHIS, Wildlife Services Biologist as a subpermitee on the U.S. Fish and Wildlife Service and the New York State Department of Environmental Conservation depredation permits.

9. To provide cubicle or desk space with telephone access and computer internet access for APHIS WS to fully complete work as outlined in the Work Plans.

10. To allow USDA, APHIS, Wildlife Services use of radio frequencies when necessary for operational purposes only while conducting official business on behalf of LGA.

11. To allow the APHIS WS Biologist to attend, at the expense of PANYNJ, one annual conference or required annual training, not to exceed 7 total days, including travel time and reasonable travel expenses. The conference will usually be the annual Bird Strike Conference, and the training would be recurrent or advanced APHIS WS national airport wildlife hazards training. Expenses for this travel are included in the main funding amounts set forth in Article I of this Agreement, and not within any allocations for extra work pursuant to this Agreement.

ARTICLE 5

APHIS WS Agrees:

1. To conduct activities at LaGuardia Airport as described in the Work and Financial Plans.

2. To designate to PANYNJ the authorized APHIS WS individual who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. To bill PANYNJ for actual costs incurred by APHIS WS during the performance of services agreed upon and specified in the Work Plan. APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than three years from the date of completion of the services provided under this Agreement and PANYNJ shall have the right to inspect and audit such records.

4. To coordinate with PANYNJ before responding to media requests related to their efforts at LGA.

5. To coordinate with LGA Operations staff before implementing wildlife control measures.

6. To provide PANYNJ with monthly reports of observations, recommendations, activities performed and services rendered.

7. To conduct work from July 1, 2008 through May 31, 2009 as defined in Attachment A.

8. To conduct work from June 1, 2009 through May 31, 2012 as defined in Attachment B.

ARTICLE 6

This Agreement is contingent upon the passage by United States Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS funds for a finite period under a Continuing Resolution.

ARTICLE 7

APHIS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent APHIS WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this Agreement.

ARTICLE 10

PANYNJ certifies that APHIS WS has advised the PANYNJ that there may be private sector service providers available to provide wildlife management services that the PANYNJ is seeking from APHIS WS.

ARTICLE 11

The performance of wildlife damage management actions by APHIS WS under this Agreement is contingent upon a determination by APHIS WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable environmental statutes. APHIS WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party, provided that party notifies the other in writing at least 120 days prior to effecting such action. Further, in the event that PANYNJ does not provide necessary funds, APHIS WS is relieved of the obligation to provide services under this Agreement.

ARTICLE 13

Neither the Commissioners of PANYNJ nor any directors, officers, agents, employees, adjusters or attorneys of any of the Parties shall be charged personally with any liability or held liable (i) under any term or provision of this Agreement or because of its execution or

attempted execution or because of any breach or alleged breach thereof, or (ii) for any act or omission in connection with their respective duties hereunder. This provision shall not affect the ability of the APHIS WS to pursue legal action against PANYNJ if PANYNJ is in breach of this Agreement.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

BY: _____ 8/21/09
William DeCota, Director of Aviation — Date
Port Authority of New York and New Jersey
225 Park Avenue South
New York, NY 10003

In accordance with the Debt Collection Improvement Act of 1996, the United States Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

PANYNJ Taxpayer Identification Number (TIN) 13-6400654

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 9-4-09
Martin S. Lowney, State Director — Date
USDA, APHIS, WS
1930 Route 9
Castleton, NY 12033

BY: _____ 9/8/09
Charles S. Brown, Regional Director — Date
USDA, APHIS, WS
920 Main Campus Drive, Suite 200
Raleigh, NC 27606

ATTACHMENT A
WORK PLAN

WORK OBJECTIVES

- implement wildlife control measures and support wildlife hazard management research, if conducted
- monitor response of bird populations to wildlife control measures and habitat management
- provide technical assistance
- train LGA staff as required by FAA Advisory Circular 5200-36
- assist LGA with other wildlife hazard management projects as requested
- issue monthly updates and annual reports
- conduct annual reviews of LGA's Wildlife Hazard Management Plan with AOSSD staff and develop or revise the plan as required to meet wildlife hazard management objectives

HISTORY, PURPOSE, AND NEED

Record of Wildlife Services' relationship with LaGuardia Airport extends back to initial correspondence in 1967 between Harry F. Hyde (Port of New York Authority, LaGuardia Airport Operations) and Ernest Mills (State Supervisor, Wildlife Services). The relationship was formalized by the report *An Ecological Study of LaGuardia Airport and Vicinity with Recommendations to Alleviate Bird Hazards to Aircraft Operations* written in 1970. Al Godin, former New Jersey State Supervisor, conducted the first workshop on bird hazards to 23 LGA staff in 1975.

Since this time, Wildlife Services has continuously worked with LGA to research and resolve wildlife issues at the airport. In 2001 WS completed a one-year Wildlife Hazard Assessment at LGA and a Wildlife Hazard Management Plan. This Assessment and Plan were followed by a Rikers Island goose hazard management program, monthly wildlife monitoring, and research on fescue grass. Additionally, since 1998 WS has conducted 17 training sessions for LGA personnel on wildlife hazard management at airports and has continued to meet annually with AOSSD staff to update the Wildlife Hazard Management Plan.

Historically, Wildlife Services' presence at LGA has been to reduce risks to aviation posed by Canada geese and gulls. This work has been initiated at the request of PANYNJ. LGA management has requested an agreement with WS to provide technical and operational assistance to reduce wildlife hazards at LGA. This agreement is for 3 years.

The WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. IWDM is described in Chapter 1, 1-7 of the Animal Damage Control Program Final Environmental Impact Statement (USDA,

1994). These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

The purpose of this Agreement is to support maintenance and implementation of LGA's Wildlife Hazard Management Plan to ensure compliance with the requirements of Federal Air Regulation ("FAR") Part 139.337. Additionally, analysis of data from the Wildlife Hazard Assessment ("WHA") and from the continued monitoring program indicates a need for population management of several wildlife species on and adjacent to LGA at the landscape level. Species of most management concern include herring gulls, ring-billed gulls, and Canada geese. Wildlife Services' efforts will focus on population management of these species and on wildlife attractant management on and near LGA.

Planned USDA, APHIS, Wildlife Services Activities

Canada goose management

WS will conduct management of local Canada goose populations by monitoring local presence of Canada geese at LGA and in its vicinity (Rikers Island, Flushing Bay, and East River). Management actions include working with the New York City (NYC) Department of Corrections to continue nest treatments and to conduct other goose population reduction activities on Rikers Island.

Canada geese management and research at LGA can include assessing the possibilities of vegetation management or alternate vegetation ground cover to deter geese from feeding in the Aeronautical Operations Area (AOA). Other actions include harassing or shooting geese when present on LGA property and supporting the LGA Bird Control Unit.

Gull management

Analyses of the strike and monitoring data indicate that gulls persist as the most common guild* of birds to be managed on and adjacent to LGA. This especially holds true for the approach to Runway 22. Even though many of the strikes are over water and off the airport, there are management actions that LGA can take to reduce the number of strikes. These actions can include rooftop nest management at Rikers, perching deterrent studies, or limited shooting programs to reduce the overall population.

* A guild of birds is an identified group of bird species that exploits the same resources in a similar manner in a given environment and may not be related taxonomically (http://www.stanford.edu/group/stanfordbirds/text/essays/Bird_Guilds.html).

Habitat management

Based on the WHA and subsequent monitoring, WS will make recommendations for altering vegetation or manmade structures at the airport to deter wildlife from using these areas. Recommendations for vegetation management could include grass height, grass species, managing the tidal flats, etc. Recommendations for manmade structures could include perching deterrents, removing standing water, posting signs prohibiting feeding, etc.

Monitoring of wildlife presence at the airport
Based on a similar study design as the Wildlife Hazard Assessment, WS will continue to monitor wildlife activity at the airport at least two times per month. WS will use this data to evaluate wildlife control measures and to adapt current wildlife management strategies.

Wildlife Hazard Management Plan
To support development and implementation of LGA's Wildlife Hazard Management Plan and to ensure that LGA maintains compliance with FAR Part 139.337, WS will meet annually with AOSSD staff to review and update as necessary LGA's Wildlife Hazard Management Plan. Annual reviews allow LGA and WS to assess wildlife hazard management activities, and they provide opportunity to modify wildlife hazard management priorities to meet changing or developing wildlife hazards.

Analysis of LGA Bird Activity Report data
LGA maintains a database of Bird Activity Reports. WS will work with the Operations Supervisors to analyze this wildlife data. This analysis can be coupled with other analyses (i.e., wildlife strike, monthly monitoring, etc.) to best identify trends or wildlife management needs.

Monitoring and evaluation of research and management
All studies and programs that WS develops will be monitored and evaluated for effectiveness to ensure that appropriate methods are being implemented, and all research will be directed by Wildlife Services, National Wildlife Research Center. WS will issue annual reports to LGA to communicate current findings and projects. WS personnel will report on-airport activities to the Bird Control Supervisor as necessary to maintain clear communication and understanding of work being performed.

Other wildlife control measures
Many wildlife conflicts occur on airports. WS will assist LGA personnel with wildlife-related issues, when requested. These requests may include, but are not limited to: carcass identification; removing birds and their nests from jetways, hangars or inside buildings; removing wild or feral mammals from buildings on the AOA; hazing or harassing wildlife; analyzing data; or selective removal of hazardous wildlife (e.g., double-crested cormorants) on the airport.

Wildlife hazard management reports
Wildlife Services will submit to LGA Operations staff monthly e-mail reports of activities, observations, and recommendations. Each January during the term of this Agreement, Wildlife Services will submit to LGA Operations staff an Annual Report of Wildlife Services' actions, observations, analyses, and recommendations.

Media and public inquiries related to wildlife and wildlife hazard management
It is likely that LGA may receive questions from the public and the media regarding wildlife hazard management at LGA. WS will, as needed, assist LGA in providing the media with scientifically based information regarding wildlife and wildlife hazard management at LGA.

Effective Dates

Planned activities by WS, as stipulated in Attachment A of this Cooperative Service Agreement, will begin July 1, 2008 and will end May 31, 2009.

ATTACHMENT B
WORK PLAN

PLANNED USDA, APHIS, WILDLIFE SERVICES ACTIVITIES

Immediate and Ongoing Actions

1. Monitoring of wildlife presence at the airport

Based on a similar study design as the Wildlife Hazard Assessment, WS will continue to monitor wildlife activity at the airport four times per month (approximately once each week). WS will use this data to write the annual report, support airport funding requests, evaluate wildlife control measures, and adapt current wildlife management strategies.

2. Canada goose management

WS will conduct management of local Canada goose populations by monitoring local presence of Canada geese at LGA and other identified properties. These off-airport surveys will be conducted in conjunction with the weekly surveys described above. Management actions will include working with the New York City (NYC) Department of Correction to implement Canada goose population reduction and habitat management on Rikers Island and on other identified properties.

Canada goose management and research at LGA can include assessing the possibilities of vegetation management or alternate vegetation ground cover to deter geese from feeding in the Aeronautical Operations Area (AOA). Other actions include harassing or shooting geese when present on LGA property and supporting the LGA Bird Control Unit. Apart from shooting Canada geese, which can happen at any time during the year, egg oiling is completed during March, and molt removals are completed during June and July.

3. Gull management

Analyses of the strike and monitoring data indicate that gulls persist as the most common guild of birds to be managed on and adjacent to LGA. This especially holds true for the approach to Runway 22. Even though many of the strikes are over water and off the airport, there are management actions that LGA can take to reduce the number of strikes. These actions, which are to be undertaken by APHIS WS pursuant to this Agreement, can include rooftop nest management at Rikers, perching deterrent studies, or limited shooting programs to reduce the overall population. Rooftop management at Rikers was initiated last year by surveying the roofs for extent of gull presence. Continued action is prepared for this summer if requested by LGA. The goal for 2009 will be to manage (probably trapping and removing) nesting gulls on Rikers Island. This action is expected to help decrease the presence of large gulls, especially Herring gulls, at LGA. WS will be working in conjunction with our research division (National Wildlife Research Center—NWRC) to learn as much as we can from this management action.

4. Off site land managers and owners

Wildlife Services will serve as a facilitator in developing relationships with land managers and owners close to LGA where a wildlife attractant has been identified. The Biologist will be the

responsible person for explaining the potential risks, recommending wildlife hazard mitigation solutions, and working with these individuals or agencies to implement solutions. Additionally, the Biologist can serve as LGA's wildlife liaison to the NYC Department of Correction and NYC Department of Parks and Recreation. The Biologist would also work with these agencies to implement airport wildlife hazard abatement programs. This work can be conducted year-round.

5. Complementing the LGA staff

The Wildlife Services Biologist will work to support and enhance current actions by LGA's Bird Supervisor and Operations staff. LGA has an active Bird Control program and the WS Biologist will be available to assist with wildlife control measures being implemented by LGA employees, analyze data, aid in species identification, and challenge current protocols with the intent of improving program effectiveness. This work is conducted year-round.

6. Wildlife hazard management plan

To support maintenance and implementation of LGA's Wildlife Hazard Management Plan and to ensure that LGA maintains compliance with FAR Part 139.337, WS will meet annually with AOSSD staff to review and update as necessary LGA's Wildlife Hazard Management Plan. Annual reviews allow LGA and WS to assess wildlife hazard management activities, and they provide opportunity to modify wildlife hazard management priorities to meet changing or developing wildlife hazards. The annual meeting takes place in March or April.

7. Wildlife hazard management reports

Wildlife Services will submit to LGA Operations staff and management monthly e-mail reports of activities, observations, and recommendations. Each January during the term of this Agreement, Wildlife Services will submit to LGA Operations staff and management an Annual Report of Wildlife Services actions, observations, analyses, and recommendations.

8. Media and public inquiries

It is likely that LGA may receive questions from the public and the media regarding wildlife hazard management at LGA. WS will, as needed, assist LGA in providing the media with scientifically based information regarding wildlife and wildlife hazard management at LGA. This work can be conducted year-round.

9. Taskforce participation

The Wildlife Services Biologist will serve with other LGA staff on any NYC Taskforce related to wildlife hazard management at LGA. The Biologist will represent LGA's interests, actions and history regarding airport wildlife hazard management. The Biologist will also work with LGA Operations personnel to organize and implement a LaGuardia Airport Wildlife Hazard Committee. This committee would meet monthly and be comprised of representatives of all groups that are involved in managing wildlife hazards at LGA: Operations staff, Maintenance staff, airlines operating at LGA, Air Traffic Control, NYC Department of Correction, taxi-hold management, Port Authority Police Department, etc. This work is conducted year-round.

Intermediate Actions

1. Vendors and tenants
Wildlife Services will work with vendors and tenants (i.e., food retailers, airlines, taxis) at LGA to encourage proactive attitudes towards minimizing wildlife attractants and reporting wildlife strikes. Additionally the Biologist will provide training to and work directly with vendors and tenants in conjunction with the LGA Bird Control Unit. WS will set vendor and tenant goals in coordination with LGA management and staff. This work can be conducted year-round.

2. Training
The Wildlife Services Biologist may serve as the trainer to satisfy FAR Part 139.303(e)(5) requirements for airport personnel, if requested. The Biologist will also train other people with relationships to the airport such as other PANYNJ, FAA, Tenant, or Vendor employees, if requested. This work can be conducted year round.

3. Hangars and jetways
The Biologist will identify wildlife attractants away from the AOA that need attention, such as hangars and jetways. This person will apprise LGA staff of these areas when found and implement measures to minimize wildlife use of these areas. This work can be conducted year-round.

4. Program evaluation
At the request of LGA management, WS will review data from the Wildlife Hazard Assessment, annual monitoring reports, strike records, and LGA Bird Activity Reports to measure effectiveness at reducing bird use of the AOA.

Long-term Actions

1. Analysis of LGA bird activity report data
LGA maintains a database of Bird Activity Reports in their internal database. WS will work with the LGA Operations Supervisors to analyze this wildlife data. This analysis can be coupled with other analyses (i.e., wildlife strikes, monthly monitoring, etc.) to best identify trends or wildlife hazard management needs. This work can be conducted year-round.

2. Strike reports
Wildlife Services will work with LGA Operations staff to maintain whole and accurate strike records in their database to ensure consistency with the FAA National Wildlife Strike Database. The Biologist will also work with airport tenants, such as airline or ATCT personnel, to enhance and improve wildlife strike reporting understanding, frequency, and accuracy. The Biologist will use a variety of means to meet this goal: routine, class training; person-to-person training; wildlife hazard committee meetings; and relationship development. This work can be conducted year-round.

3. Permits and record keeping
The Wildlife Services Biologist will assist LGA with maintaining federal and state permits and annual take reports for permit applications. This work is usually completed 2-3 months prior to the permit's expiration date.

4. Wildlife hazard assessment
LGA's most recent Wildlife Hazard Assessment is for 2000. Even though LGA has continued monthly surveys, it is likely that LGA may need to have a new Wildlife Hazard Assessment completed during the next few years. If so, the Biologist would assume that responsibility as part of his/her duties. The assessment would last for 12 consecutive months and meet the requirements listed in FAR Part 139.337(c). A final report would be issued within 2 months, and resulting recommendations would be incorporated into the airport's wildlife hazard management plan.

5. Habitat management
Based on the WHA and subsequent monitoring, WS will make recommendations for altering vegetation or manmade structures at the airport to deter wildlife from using these areas. Recommendations for vegetation management could include grass height, grass species, managing the tidal flats, etc. Recommendations for manmade structures could include perching deterrents, removing standing water, posting signs prohibiting feeding, etc. Responsibility for implementation of these recommendations (including costs) is at the discretion of PANYNJ. Recommendations can be given year-round.

6. Monitoring and evaluation of research and management
All studies and programs that WS develops will be monitored and evaluated for effectiveness (Comment: NWRC only oversees research—they are not involved in management) to ensure that appropriate methods are being implemented, and any research that is implemented at the request of LGA will be directed by Wildlife Services, National Wildlife Research Center. WS will issue monthly updates and annual reports to LGA to communicate current findings and projects. The WS Biologist will report on-airport activities to the Bird Control Supervisor as necessary to maintain clear communication and understanding of work being performed. Hazards requiring immediate attention will be communicated as soon as possible to the Bird Control Supervisor or handled by the Biologist. This work can be conducted year-round.

7. Other wildlife control measures
Many wildlife conflicts occur on airport and off. WS will assist LGA personnel with wildlife-related issues not listed above as requested. This work can be conducted year-round.

EFFECTIVE DATES

Planned activities by WS, as stipulated in Attachment B of this Cooperative Service Agreement, will begin upon final signature and will end May 31, 2012. Services provide under Attachment B will not exceed $371,709.00, unless extra work is agreed upon by both PANYNJ and APHIS WS. WS will provide a proposal for additional option years at the request of PANYNJ.

RESOURCES REQUIRED

WS will provide a full-time wildlife biologist. The biologist will be supervised by a supervisor in the Brooklyn District Office.

ATTACHMENT C
FINANCIAL PLAN

Estimated Expenditures and Associated Time Frames:

Work Plan A
July 1, 2008—May 31, 2009

Personnel	$28,055
Travel and Vehicle	$3,844
Supplies and Equipment	$1,609
Services and Support	$5,669
Total	**$39,177**

Work Plan B
June 1, 2009—May 31, 2010

Personnel	$90,513
Travel and Vehicle	$9,611
Supplies and Equipment	$7,180
Services and Support	$17,910
Total	**$125,215**
6% Extra Work	$7,513

June 1, 2010— May 31, 2011

Personnel	$93,228
Travel and Vehicle	$9,766
Supplies and Equipment	$2,580
Services and Support	$15,882
Total	**$121,456**
6% Extra Work	$7,287

June 1, 2011— May 31, 2012

Personnel	$96,025
Travel and Vehicle	$8,547
Supplies and Equipment	$2,580
Services and Support	$17,886
Total	**$125,038**
6% Extra Work	$7,502

This Financial Plan may vary as necessary to accomplish the purpose of this Agreement, and total billing may not exceed $410,886.00, unless extra work is agreed upon by both PANYNJ and APHIS WS.

Financial Points of Contact

PANYNJ:	Kevin Dauwalter, ACOS	(718) 533-3605
APHIS WS:	David Vail, Budget Analyst	(518) 477-4837

WS-ER (2/08)

Agreement Number:
Accounting Code:
11 7234 4716 RA
173 7234 066
173 7234 093
173 7236 607
173 7236 543
173 7236 041

COOPERATIVE SERVICE AGREEMENT
between
THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY ("Port Authority")
and
UNITED STATES DEPARTMENT OF AGRICULTURE ("USDA")
ANIMAL AND PLANT HEALTH INSPECTION SERVICE ("APHIS")
WILDLIFE SERVICES ("WS")

ARTICLE 1

The purpose of this Cooperative Service Agreement, Work Plan, and Financial Plan (collectively, the "Agreement") is to establish and administer a cooperative program on behalf of the Port Authority, which wishes to retain the professional services of APHIS WS for technical, research, and operational assistance for the Wildlife Management Programs at John F. Kennedy International, LaGuardia, Newark Liberty International, Stewart International, and Teterboro Airports ("the Airports") for a two year period ranging from 2011-2012, at a total cost of $2,944,118; plus options exercisable by mutual agreement to extend the Agreement for up to three one-year option periods (2013, 2014, 2015) at the currently proposed costs of $1,584,790, $1,662,776, and $1,744,667, respectively, and a 120 day extension period at a total cost of $373,104. Under this Agreement APHIS WS agrees to provide wildlife hazard management services to help alleviate wildlife hazards to aircraft operations for the Airports, as defined in the Work Plan (Attachment A) and the Financial Plan (Attachment B).

The implementation of this Agreement replaces any existing agreements currently in place between the Port Authority and APHIS WS.

ARTICLE 2

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c), to cooperate with Federal agencies, States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

APHIS WS and the Port Authority mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement are:

   <u>The Port Authority</u>:

Tom Bock, General Manager of Airspace Modernization, Technology, and Operational Enhancement
225 Park Avenue South, 9th Fl
New York, NY 10003

APHIS WS (New Jersey):
Wendy Anderson, State Director
USDA, APHIS, WS
140-C Locust Grove Road
Pittstown, NJ 08867

APHIS WS (New York):
Martin S. Lowney, State Director
USDA, APHIS, WS
1930 Route 9
Castleton, NY 12033

2. To meet as determined necessary by either party to discuss mutual Program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan. ("Program" is defined as the services to be performed by APHIS WS pursuant to this Agreement, as set forth more fully in the Work Plan). Personnel authorized to attend meetings under this Agreement shall be the General Manager of Airspace Modernization, Technology, and Operational Enhancement ("Manager") or his designee, the State Directors or her/his designee(s), and/or those additional persons authorized and approved by the Manager and the State Directors.

3. APHIS WS shall perform services, more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan, pursuant to Article 14.

4. The Port Authority reserves the option to extend this Agreement for a maximum of three (3) additional one (1) year periods and a 120 day extension on the terms stated herein. Prior to exercising any such option to extend, the Port Authority shall advise APHIS WS, in writing, at least 120 days prior to any option or expiration of the base term or option period(s), that it is considering such an option or extension. APHIS WS shall have the right to reject such an option or extension provided that they advise the Manager of such rejection, in writing, no later than 30 days after receiving such notification from the Port Authority. If no such advice is received within the time frame specified, the Port Authority may exercise its option or extension to extend by so advising APHIS WS, in writing, at least 30 days prior to the expiration of the base term or option period(s).

ARTICLE 4

The Port Authority agrees:

1. To authorize APHIS WS to conduct management activities to reduce human health and safety risks and property damage associated with wildlife-aircraft strikes as described in this Agreement. APHIS WS will be considered an invitee on the lands controlled by the Port

Authority. The Port Authority will be required to exercise reasonable care to warn APHIS WS as to known dangerous conditions or activities in the project areas.

2. To reimburse APHIS WS for specified services and expenses as provided under this Agreement up to but not exceeding the amount specified in the Financial Plan. The Port Authority shall begin processing payment invoices submitted by APHIS WS within 30 days of receipt. The Port Authority ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.

3. To designate to APHIS WS the Port Authority-authorized individual whose responsibility shall be to coordinate and administer the activities conducted pursuant to this Agreement.

4. To notify APHIS WS verbally or in writing as far in advance as is practical of the date and time of any proposed meeting related to the Program. Meetings include internal meetings between APHIS WS and the Port Authority, as well as external meetings that the Port Authority requests APHIS WS attend either on their behalf or with them.

5. Equipment purchased with agreement funds is and will remain the property of APHIS WS. At APHIS' discretion, equipment purchased under this Agreement, with the exception of firearms, vehicles, and computers, will be made available for use by qualified Port Authority Staff for the duration of this Agreement.

6. To provide at no cost to APHIS WS portable computers (Toughbooks) for the purpose of accessing the Port Authority's Computerized Airport Log System (CALS) to note observed wildlife activities and/or control work performed. These Toughbooks are considered to be property of the Port Authority and must be returned at the conclusion of this Cooperative Service Agreement. These Toughbooks will be equipped with internal global positioning system (GPS) capabilities and remote internet access (air card). APHIS WS workers must carry these computers with them at all times when on the Airports to note observed wildlife activities and/or management operations performed.

7. To coordinate with APHIS WS where practicable before responding to media requests regarding wildlife issues involving APHIS WS activities at the Airports.

8. To list APHIS WS as a subpermitee on the U.S. Fish and Wildlife Service, the New York State Department of Environmental Conservation, and the New Jersey State Department of Environmental Protection depredation permits.

9. To provide office space for APHIS WS to fully complete work as outlined in the Work Plan.

10. To allow APHIS WS use of radio frequencies when necessary for operational purposes only while conducting official business on behalf of the Port Authority, with the permission of the Manager.

11. To allow the APHIS WS Biologists and/or Specialists to attend, at the expense of the Port Authority, conference(s) and trainings to maintain their professional certification and agency requirements as determined by their supervisor. Expenses for this travel are included in the main funding amounts set forth in Article I of this Agreement, and not within any allocations for extra work pursuant to this Agreement. Daily travel rates shall not exceed the U.S. General Services Administration (GSA) daily rate at which federal travelers will be reimbursed for lodging, meals, and incidental expenses while on official business.

12. That work conducted at the airports by APHIS WS Biologists and Specialists will only be supervised by APHIS WS supervisors.

ARTICLE 5

APHIS WS Agrees:

1. To conduct activities at the Airports as described in this Agreement.

2. To designate to the Port Authority the authorized APHIS WS individuals who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. APHIS WS personnel may be shared among the Airports to conduct work under the Program at the discretion of the Manager as coordinated with the State Directors.

4. To bill the Port Authority for actual costs incurred by APHIS WS during the performance of services agreed upon and specified in the Work Plan. Payment shall be made in monthly installments for all work satisfactorily completed during the previous month. Bills shall be submitted on or after the fifth day of each month that work is performed under this Agreement starting with the second month and including the month in which this Agreement expires or is otherwise terminated and shall include an invoice for services performed as well as any amount due to APHIS WS for any extra work performed. Port Authority standard payment terms are net 30 days and are subject to such adjustments as may be necessitated following Port Authority verification of the accuracy of amounts billed. The billing cycle for this Agreement may be adjusted as coordinated through the Manager and APHIS WS.

   If the Port Authority questions or disputes a charge or charges on an invoice for which payment was made, and it is determined through the dispute resolution procedures provided for in Article 11 of this Agreement that APHIS WS is required to reimburse the Port Authority for the disputed charge(s), the Port Authority will deduct such amount from its future reimbursement to APHIS WS or APHIS WS will reimburse the Port Authority within 30 days of APHIS WS's receipt of notification of the resolution of the dispute.

   APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than three years from the date of completion of the services provided under this Agreement and the Port Authority shall have the right to inspect and audit such records. The Port Authority may, upon reasonable notice, during regular business hours, examine all records of APHIS WS relating to any project financed pursuant to the terms and conditions of this Agreement.

   This is a lump sum agreement, and as such APHIS WS shall invoice the Port Authority monthly in amounts equal to one-twelfth of that year's proposed cost (Financial Plan). In the case an additional adjustment is required specifically for the 10th, 11th and/or 12th invoice of each year, the 10th, 11th and/or 12th invoice may be adjusted to accurately represent actual costs to APHIS WS for the relevant Cooperative Service Agreement year, but the invoiced amount will not be greater than one-twelfth of that year's proposed cost unless "extra work" was approved by the Port Authority.

5. To coordinate with the Manager, or his designee, prior to any equipment purchase greater than $1,500.

6. To coordinate, to the extent practicable, with the Port Authority before responding to media requests which refer to the Port Authority in connection with this Agreement, and to collaborate with the Port Authority on the release of other items in connection with this Agreement, including advertisements, presentations, or the issuance of literature of any kind which refers to the Port Authority or to the fact that goods have been, are being or will be provided to it and/or that services have been, are being or will be performed for it in connection with this Agreement.

7. To require all its employees working under the Program to wear a uniform that identifies APHIS WS with insignia, patches, or embroidered emblems or letter. APHIS WS shall be displayed on the outermost uniform garment. The uniform must include a garment that meets or exceeds ANSI/ISEA 107-2004 Class II requirements (safety vest or otherwise) and said garment must be worn at all times that personnel are outside of vehicles within the Aircraft Operations Area (AOA). Uniforms shall also include steel-toe or composite toe safety shoes. No sneakers or open-toed shoes will be allowed while working in the AOA without prior approval from the Port Authority.

8. To obtain and maintain security training (SIDA) and Federal Aviation Regulations (FAR), Title 14 of the Code of Federal Regulations, Parts 139.337 and 139.303 training for all personnel as detailed in the Work Plan. Employees who are designated by APHIS WS to have driving privileges on the AOA must possess a valid driver's license and attend Port Authority driver training. APHIS WS vehicles must display Port Authority of New York and New Jersey (PONYA) plates prior to the commencement of the Agreement subject to the vehicle passing a vehicle inspection as covered under applicable state law. The Port Authority will not provide escorts for APHIS WS in lieu of obtaining proper ID.

9. To provide employees that are fluent in English as described in FAA Advisory Circular 60-28 and Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 63, and 65.

10. To supply portable radios capable of communication on Aviation UHF (BRAVO) frequencies and a fixed tunable transceiver capable of communication with Air Traffic Control Tower (ATCT) for all vehicles driven on the Airports.

11. To perform Extra Work as deemed necessary by the Manager. "Extra Work" as used herein shall be defined as work which differs from that expressly or impliedly required by the specifications in the attached Work Plan. Total Extra Work performed by APHIS WS shall not exceed six percent (6%) of the Total Cost of this Agreement for the entire Term of this Agreement including extensions thereof. An increase in area or frequency does not constitute Extra Work. Extra Work and the Terms and compensation of such work must be approved by the Manager in writing which expressly recognizing such work as Extra Work prior to the commencement of any such activities.

12. APHIS WS will, to the extent practicable, coordinate with the Manager or his designees prior to contacting any surrounding landowners or land managers within a five-mile radius of the Airports and must provide a monthly report to the Port Authority Biologists of any communications with off-airport landowners or land managers.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS WS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS WS funds for a finite period under a Continuing Resolution.

ARTICLE 7

APHIS WS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Title 41, Section 22 United States Code, no Member of Congress shall be admitted to any share or part of this Agreement or to any benefit to arise thereupon.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent APHIS WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this Agreement.

ARTICLE 10

The Port Authority certifies that APHIS WS has advised the Port Authority that there may be private sector service providers available to provide wildlife management services that the Port Authority is seeking from APHIS WS.

ARTICLE 11

All disagreements under this Agreement shall be submitted to the Director of Aviation of the Port Authority (or her designee) and the applicable State Director of APHIS WS (or his/her designee) for their review and decision, which decision shall be binding upon the parties. In the event that the Director of Aviation of the Port Authority and the applicable State Director of APHIS WS shall disagree, such disagreement shall be forwarded through the agencies' respective chains of command. After all reasonable attempts to resolve the disagreement within the respective agencies have been exhausted, then either party may seek all legal or equitable remedies to the extent permitted by law.

ARTICLE 12

If any provision of this agreement is declared invalid or illegal, such declaration shall not affect the validity of any other provision herein.

ARTICLE 13

The performance of wildlife damage management actions by APHIS WS under this Agreement is contingent upon a determination by APHIS WS that such actions are in compliance with the National Environmental Policy Act, the Endangered Species Act, and any applicable environmental or other statutes and regulations. APHIS WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 14

The entire Agreement between the parties is contained herein and no change or modification, termination or discharge of this Agreement shall be effective unless in writing and signed by both parties, with a minimum of ninety (90) days advance notice. This notice requirement may be waived through a written agreement signed by both parties.

ARTICLE 15

Neither the Commissioners of the Port Authority nor any directors, officers, agents, employees, adjusters or attorneys of any of the Parties shall be charged personally with any liability or held liable (i) under any term or provision of this Agreement or because of its execution or attempted execution or because of any breach or alleged breach thereof, or (ii) for any act or omission in connection with their respective duties hereunder. This provision shall not affect the ability of APHIS WS to pursue legal action against the Port Authority if the Port Authority is in breach of this Agreement.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

BY: _____ 4/07/2011
Lillian Valenti, Director of Procurement — Date
Port Authority of New York and New Jersey
1 Madison Avenue
New York, NY 10010

Port Authority Use Only:	
Approval as to Terms:	Approval as to Form:
TB.	ZG

In accordance with the Debt Collection Improvement Act of 1996, the United States Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

The Port Authority Taxpayer Identification Number (TIN): 13-6400654

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 4/11/11
Wendy Anderson, State Director — Date
USDA, APHIS, WS
140-C Locust Grove Road
Pittstown, NJ 08867

BY: _____ 4/12/2011
for Martin S. Lowney, State Director — Date
USDA, APHIS, WS
1930 Route 9
Castleton, NY 12033

BY: _____ 4/18/11
Charles S. Brown, Regional Director — Date
USDA, APHIS, WS
920 Main Campus Drive, Suite 200
Raleigh, NC 27606

ATTACHMENT A
WORK PLAN

A. JUSTIFICATION AND OBJECTIVES

The APHIS WS program is a non-regulatory, federal, cooperative wildlife management program whose mission is to provide federal leadership in reducing conflicts between people and wildlife and has the primary responsibility for responding to threats caused by wildlife. A growing focus of APHIS WS is to help promote the safe operation of aircraft by working with airport managers and operators to document, assess, and manage wildlife hazards at airports throughout the United States.

Wildlife-related events at airports may result in monetary losses, equipment and infrastructure damage, and human injuries or death. Maintenance of aviation safety is the top concern of APHIS WS in working with airports to reduce wildlife hazards. Human injuries and loss of life are the most significant consequences of wildlife strikes with aircraft.

The objective of this Agreement is to support maintenance and implementation of the Wildlife Hazard Management Plans (WHMP) and to enhance compliance with the requirements of Federal Aviation Regulations (FAR), Title 14 of the Code of Federal Regulations, Part 139.337 at John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Newark Liberty International Airport (EWR), Stewart International Airport (SWF), and Teterboro Airport (TEB) ("the Airports"). This objective also involves technical assistance and direct management of hazardous wildlife and assistance with wildlife attractant management on and near the Airports.

To provide a basis against which wildlife hazard management efforts will be measured, APHIS WS will use monitoring of wildlife presence at the Airports and at identified off-airport locations. This basis will be used in conjunction with other available reports such as wildlife strike statistics to determine the effectiveness of programs implemented by APHIS WS for the Airports.

B. RESULTS AND BENEFITS EXPECTED

Expected benefits from the presence of APHIS WS Wildlife Damage Management Biologists and Wildlife Specialists for the Airports include:

1) Enhanced identification and alleviation of wildlife hazards to aviation.
2) Assistance with strategic planning of wildlife management program.
3) Support on wildlife damage management issues with regulatory agencies, the public, or others.
4) Report preparation on wildlife species presence and seasonal and behavioral activity of wildlife (using quantitative data).

5) Compliance with FAA requirements for Wildlife Hazard Assessments (WHAs) (in progress at JFK, EWR, and LGA), and WHMPs.
6) Enhanced training for airport personnel.
7) Consolidation of wildlife management data.

C. PLANNED APHIS WS ACTIVITIES AT THE AIRPORTS

Unless stated otherwise, activities listed below are conducted year-round.

1. Routine Monitoring of Wildlife Presence at and around the Airports

APHIS WS Biologists and/or Specialists will continue to monitor wildlife activity at and around the Airports. APHIS WS will conduct surveys two days per month, or adjusted as needed, and as documented in a protocol developed for each airport in conjunction with the Port Authority. APHIS WS will use data from each airport to write annual monitoring reports, support airport funding requests, evaluate wildlife management measures, and adapt current wildlife management strategies. Additional monitoring can be conducted as requested by the Port Authority.

2. Complementing the Airport Staff on Wildlife Hazard Management Operations

APHIS WS Biologists and/or Specialists will support and enhance current actions by the Port Authority Biologists and Operations Staff of the Airports. APHIS WS will be available to assist with wildlife hazard management on and off the airport (where permitted and approved by the Port Authority Biologists), species identification, and collection and analysis of data.

APHIS WS Biologists and/or Specialists will report on-airport activities as needed to Port Authority Biologists and Operations Staff of the Airports. Hazards requiring immediate attention will be communicated as soon as possible to a Port Authority Biologist and the Operations Staff of the Airports or handled by the APHIS WS staff. APHIS WS will communicate all activities to Port Authority Biologists.

3. Liaison with Off-airport Land Managers and Owners

APHIS WS Biologists will assist in developing relationships with land managers and owners within a five-mile radius of the Airports where wildlife attractants have been identified. At the request of the Port Authority, the APHIS WS Biologists and/or Specialists may, explain the benefits, recommend wildlife hazard mitigation solutions and work with these individuals or agencies to implement solutions. APHIS WS will coordinate with the Manager or his designee prior to contacting any surrounding landowners or land managers within a five-mile radius of the Airports and must provide a monthly report to the Port Authority Biologists of any communications with off-airport landowners or land managers.

4. Wildlife Attractants

APHIS WS Biologists and/or Specialists will assist the Port Authority Biologists and staff of the Airports in identifying wildlife attractants that need attention. APHIS WS will apprise a Port Authority Biologist of these areas when found and recommend measures to minimize or eliminate wildlife use of these areas. Implementation of these recommendations (including

costs) is at the discretion of the Port Authority or its subcontractor, AFCO AVPORTS Management LLC (AVPORTS) where applicable.

5. Research Conducted at the Airports

Research that is implemented by APHIS WS at the request of the Port Authority will be directed by the National Wildlife Research Center (NWRC). NWRC oversees research only. All research will be coordinated with Port Authority Biologists. All scientific results and publications will be reviewed and approved by Port Authority Biologists before reports or publications are submitted.

6. Wildlife Hazard Management Plans

APHIS WS will meet at least annually with the Port Authority Biologists to review the Airports' WHMPs, and will work cooperatively with the Port Authority Biologists in the implementation of the current WHMP at each airport.

7. Strike Reports

APHIS WS will work with the Port Authority Biologists to ensure that whole and accurate strike records are maintained in their database to ensure consistency with the FAA National Wildlife Strike Database. At the request of the Port Authority, the APHIS WS Biologists and/or Specialists may also work with airport tenants, such as airline or Air Traffic Control Tower (ATCT) personnel, to enhance and improve wildlife strike reporting. APHIS WS will coordinate with the Manager or his designees prior to contacting any airport tenants or vendors, and said information will be incorporated into the standard monthly report described below in section H. The APHIS WS Biologists and/or Specialists will use a variety of means to meet this goal: class room training; person-to-person training; wildlife hazard committee meetings; and relationship development.

8. Task force and Other Meeting or Committee Participation

At the request of the Port Authority (or AVPORTS, where applicable), and at APHIS WS' discretion and in accordance with Federal legal requirements, the APHIS WS Biologists and/or Specialists may serve with other Port Authority staff on any task force related to wildlife hazard management at the Airports. The APHIS WS Biologists and/or Specialists will communicate the Airports' interests, actions and history regarding airport wildlife hazard management. The APHIS WS Biologists and/or Specialists may also be invited to participate on or attend any Airport Wildlife Hazard Committee that meets routinely and that is comprised of representatives of groups that are involved in managing wildlife hazards at the Airports including, but not limited to, Operations staff, Maintenance staff, airlines, or other tenants operating at the Airports, ATCT personnel, taxi-hold management, Port Authority Police Department, etc. APHIS WS Biologists and/or Specialists may attend other meetings to discuss airport wildlife management issues at the request of the Port Authority.

9. Review of New Construction and Land Use Practices

At the request of the Port Authority (or AVPORTS, when applicable), APHIS WS Biologists may participate in the initial and early phases of airport construction projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes.

Recommendations will be provided to Port Authority Biologists to ensure that new projects and construction activities are designed in a manner that minimizes wildlife attractants.

10. Training

Qualified APHIS WS Airport Biologists may serve as trainers to satisfy FAR Part 139.303(e)(5) and Advisory Circular 5200-36 requirements for airport personnel, when requested. The APHIS WS Biologists may also train other people with relationships to the airport such as other Port Authority, AVPORTS, FAA, Tenants, or Vendor employees, when requested. When appropriate, the APHIS WS Biologists may also be asked to conduct other trainings or outreach for the Airports. APHIS WS will coordinate with the Manager or his designees prior to conducting any training for other people with relationships to the airport such as FAA, tenants, or vendors and will provide a monthly report to the Port Authority Biologists of any such training.

11. Data Analysis

APHIS WS Biologists and/or Specialists will work collaboratively with the Port Authority Biologists to analyze wildlife data within the scope of this agreement.

12. Vendors and Tenants

APHIS WS Biologists and/or Specialists will support the Port Authority Biologists in working with vendors and tenants (i.e., food retailers, airlines, taxis) at the Airports to minimize wildlife attractants and increase wildlife strike reporting. Additionally, APHIS WS Biologists and/or Specialists may provide training to and work directly with vendors and tenants in conjunction with the Port Authority Biologists. APHIS WS will coordinate with the Manager or his designees prior to any communication with or training for other people with relationships to the airport such as FAA, tenants, or vendors, and said communications will be summarized in the standard monthly report described below in section H.

13. Media and Public Inquiries

APHIS WS will, when requested and within reasonable time allowances, provide the Port Authority with scientifically-based information regarding wildlife and wildlife hazard management at airports.

To the extent feasible and in accordance with applicable laws, APHIS WS and the Port Authority agree to coordinate prior to responding to any requests regarding wildlife issues involving APHIS WS activities at the Airports. APHIS WS recognizes that any confidential business information collected under this Agreement may not be willingly distributed to third-parties without the consent of the Port Authority.

14. Permits

APHIS WS Biologists and/or Specialists will operate under the Port Authority's federal and state depredation permits as a subpermittee. APHIS WS will collaborate with a Port Authority Biologist to carefully determine the species and numbers that should be listed on permits. When APHIS WS Biologists and/or Specialists must enact the "emergency take clause" on U.S. Fish and Wildlife Service (USFWS) depredation permits, a Port Authority Biologist will

be notified of take details by email within eight (8) hours. A Port Authority Biologist will then issue the formal notification to the USFWS within the required time frame and copy APHIS WS on such correspondence.

If APHIS WS believes additional information needs to be provided, a Port Authority Biologist will be contacted and alternate wording will be suggested. Additionally, if the 72-hour reporting time frame is exceeded, APHIS WS will contact the Port Authority and/or the USFWS to ensure that notification is achieved.

15. Data Collection and Consolidation
APHIS WS will document all monitoring and management data in the Port Authority database. APHIS WS will have access to such data maintained in the Port Authority database.

16. Other Wildlife Hazard Management Measures
APHIS WS will, at its discretion, assist the Airports with wildlife-related issues not listed above or below, as requested.

D. PLANNED APHIS WS ACTIVITIES FOR INDIVIDUAL AIRPORTS

In addition to the wildlife damage management operations for the Airports described above, other activities are also requested for specific airports. These activities include, but are not limited to, the following:

JFK International Airport

1. Bird Hazard Reduction Program
APHIS WS will continue to conduct the Bird Hazard Reduction Program as specified by Port Authority Biologists. A full analysis of this program is available in the Supplement to the EIS Gull Hazard Reduction Program: John F. Kennedy International Airport completed in 2010. Generally, this annual program will begin in May and end in October; however, the exact timing of this program may change from year-to-year.

2. Enhanced Airfield Patrols May through October
From May 1 through October 31, two APHIS WS Specialists will patrol the airport operations area (AOA)—7 days a week, from dawn (30 minutes prior to sunrise) until dusk (30 minutes after sunset)—to conduct management and monitoring activities. APHIS WS may patrol other portions of the airport upon request.

3. Complete Wildlife Hazard Assessment
In June 2010, APHIS WS initiated a WHA for JFK. The surveys for this WHA are expected to be completed in May 2011 and a final report will be submitted by September 30, 2011.

4. Research Conducted at JFK
Proposed research at JFK includes a study of European Starlings to determine their dietary habits in the AOA and a study to determine effective methods to alleviate potential hazards caused by migratory brant.

LaGuardia Airport

1. Complete Wildlife Hazard Assessment

In October 2009, APHIS WS initiated a WHA for LGA. The surveys for this WHA were completed in September 2010 and a final report will be submitted by January 31, 2011.

2. Rikers Island Wildlife Management

APHIS WS will work with the Port Authority Biologists to conduct wildlife monitoring and management on Rikers Island as deemed necessary and permitted by the New York City Department of Correction.

3. Research Conducted at LGA

APHIS WS will assist the Port Authority with proposed research at LGA, including a study to investigate methods to mitigate hazards caused by roof-nesting gulls.

Newark Liberty International Airport

Complete Wildlife Hazard Assessment

In January 2010, APHIS WS initiated a WHA for EWR. The surveys for this WHA are expected to be completed in December 2010 and a final report will be submitted by April 31, 2011.

Stewart International Airport

Coordination with Stewart Air National Guard

On behalf of the Port Authority, the APHIS WS Biologist will work with the Port Authority Wildlife Biologists to coordinate with the Stewart Air National Guard to conduct wildlife hazard management on their property.

Teterboro Airport

Wetlands

The APHIS WS Biologist will coordinate with a Port Authority Biologist to help minimize the risks posed by nearby wetlands.

E. RESOURCES REQUIRED

The Port Authority will appoint an individual as a point of contact and will provide logistical support in addition to any necessary security identification display area badge(s) for APHIS WS Biologists and/or Specialists, and vehicle access to the respective airfields in coordination with operations (provided that vehicle meets FAA requirements for driving on an airfield). Other necessary resources include office space for each full-time employee that is strictly dedicated to an airport and space to store equipment and firearms.

JFK International Airport

Resources required to meet obligations under this agreement for planned activities include:

1. One (1) year-round Wildlife Damage Management Biologist

2. One-half (0.50) year-round Wildlife Specialist—this Wildlife Specialist will spend the other half of their time dedicated to LGA
3. Two (2) Seasonal Wildlife Specialists for the Bird Hazard Reduction Program, Monday through Friday, from May through October
4. Six (6) Seasonal Wildlife Specialists to provide enhanced airfield patrols from May through October

All APHIS WS personnel will be supervised by the District Supervisor in the APHIS WS Brooklyn District Office.

LaGuardia Airport
Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist and one-half (0.50) year-round Wildlife Specialist. This Wildlife Specialist will spend the other half of their time dedicated to JFK. All APHIS WS personnel will be supervised by the District Supervisor in the APHIS WS Brooklyn District Office.

Newark Liberty International Airport
Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by the State Director for APHIS WS in New Jersey.

Stewart International Airport
Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by a supervisor in the APHIS WS Castleton District Office.

Teterboro Airport
Resources required to meet obligations under this agreement include one (1) year-round Wildlife Damage Management Biologist. This Biologist will be supervised by the State Director for APHIS WS in New Jersey.

F. STIPULATIONS AND RESTRICTIONS

APHIS WS will notify a Port Authority Biologist and Airport Operations in advance of any scheduled leave taken by a Biologist or the year-round Specialist dedicated to this Agreement. APHIS WS Biologists will coordinate their leave schedules, when feasible, to maximize coverage at the Airports.

In the event that a seasonal (May - October) Specialist is on leave, every effort will be made to ensure that the work is covered by qualified staff.

APHIS WS shall be named as an "agent" or "subpermittee" for the Port Authority on any wildlife depredation permit or supporting permits. APHIS WS also shall have permission to maintain firearms at the Airports, to store them in an APHIS WS firearms safe accessible only

to APHIS WS, except at JFK where the safe is maintained by the Port Authority, and to discharge firearms and pyrotechnics in safe areas on the airfield.

APHIS WS activities under this Agreement will be limited to the Airports, surrounding areas, and other sites mentioned in this Agreement within 5 miles of the airfield. Techniques will be environmentally sound, safe, and selective. All program activities will comply with applicable local, state, and federal laws and regulations as well as Port Authority (and AVPORTS, when applicable) policies, rules, and regulations. If applicable, both federal and state permits will be secured to perform the work outlined in this Agreement. These activities will be within the policy guidelines of APHIS WS and will comply with all applicable Federal laws and regulations.

G. SAFETY

APHIS WS will conduct operations in accordance with the Port Authority (and AVPORTS, when applicable) safety, security, and environmental regulations and procedures. All other safety requirements of APHIS WS, the FAA, and the Port Authority will be met by APHIS WS as required.

H. REPORTS

APHIS WS will submit monthly reports of activities, depredations, observations, recommendations, and communications to the Port Authority Biologists who will disseminate them to the respective Airports. APHIS WS will work with the Port Authority Biologists to create a standardized report format for monthly reports.

APHIS WS will issue one or more annual reports for each airport that includes updated information regarding airport programs, the Bird Hazard Reduction Program (JFK), the laughing gull nest survey (JFK), and gull nesting on Rikers Island (LGA) to the Port Authority Biologists. Four months after the WHA surveys are complete APHIS WS will submit WHA reports (JFK, LGA, and EWR). Any other reports identified through management activities may also be submitted.

I. MEASURES OF ACCOMPLISHMENT

Long-term trends related to wildlife hazards at the Airports will serve as measures of accomplishment (e.g., wildlife presence, strikes, etc.). Other measures may include the number of Port Authority (or AVPORTS, where applicable) staff trained, number of presentations given, or training received and implemented.

J. EFFECTIVE DATES

Planned activities by APHIS WS, as stipulated in Attachment A of this Cooperative Service Agreement, will begin retroactively on January 1, 2011 and will end December 31, 2012, unless option years are implemented.

ATTACHMENT B
FINANCIAL PLAN

Estimated Expenditures and Associated Time Frames:

Year 1

January 1, 2011 – December 31, 2011

Program	Yearly Cost	Monthly Installment
JFK Biologist	$147,756	$12,313
JFK Specialist	$61,776	$5,148
JFK Bird Hazard Reduction Program	$132,552	$11,046
JFK Seasonal Wildlife Control	$372,948	$31,079
JFK Total →	**$715,032**	**$59,586**
LGA Biologist	$121,980	$10,165
LGA Specialist	$55,440	$4,620
LGA Total →	**$177,420**	**$14.785**
SWF Total→	**$125,748**	**$10,479**
EWR Total→	**$152,172**	**$12,681**
TEB Total→	**$158,496**	**$13,208**
TOTAL	**$1,328,868**	**$110,739**
Extra Work (6%)	$79,732	
Research	$25,000	
GRAND TOTAL	**$1,433,600**	

Funds dedicated towards Research and Extra Work may only be used as such and must be authorized by the Manager.

Monthly installment payments do not include costs of any Research and/or Extra Work performed. APHIS WS will bill the Port Authority for the exact costs of any Research or Extra Work. APHIS WS will adjust billing statements to reflect the actual costs of services as outlined in Article 5 of the Cooperative Service Agreement.

Year 2

January 1, 2012 – December 31, 2012

Program	Yearly Cost	Monthly Installment
JFK Biologist	$153,552	$12,796
JFK Specialist	$64,056	$5,338
JFK Bird Hazard Reduction Program	$137,580	$11,465
JFK Seasonal Wildlife Control	$386,808	$32,234
JFK Total →	**$741,996**	**$61,833**
LGA Biologist	$131,484	$10,957
LGA Specialist	$59,688	$4,974
LGA Total →	**$191,172**	**$15,931**
SWF Total→	**$137,772**	**$11,481**
EWR Total→	**$166,596**	**$13,883**
TEB Total→	**$163,896**	**$13,658**
TOTAL	**$1,401,432**	**$116,786**
Extra Work (6%)	$84,086	
Research	$25,000	
GRAND TOTAL	**$1,510,518**	

Funds dedicated towards Research and Extra Work may only be used as such and must be authorized by the Manager.

Monthly installment payments do not include costs of any Research and/or Extra Work performed. APHIS WS will bill the Port Authority for the exact costs of any Research or Extra Work. APHIS WS will adjust billing statements to reflect the actual costs of services as outlined in Article 5 of the Cooperative Service Agreement.

Option Year 1

January 1, 2013 – December 31, 2013

Program	Yearly Cost	Monthly Installment
JFK Biologist	$161,220	$13,435
JFK Specialist	$67,260	$5,605
JFK Bird Hazard Reduction Program	$144,456	$12,038
JFK Seasonal Wildlife Control	$406,152	$33,846
JFK Total →	**$779,088**	**$64,924**
LGA Biologist	$138,060	$11,505
LGA Specialist	$62,676	$5,223
LGA Total →	**$200,736**	**$16,728**
SWF Total→	**$144,660**	**$12,055**
EWR Total→	**$174,924**	**$14,577**
TEB Total→	**$172,092**	**$14,341**
TOTAL	**$1,471,500**	**$122,625**
Extra Work (6%)	$88,290	
Research	$25,000	
GRAND TOTAL	**$1,584,790**	

Funds dedicated towards Research and Extra Work may only be used as such and must be authorized by the Manager.

Monthly installment payments do not include costs of any Research and/or Extra Work performed. APHIS WS will bill the Port Authority for the exact costs of any Rese$12arch or Extra Work. APHIS WS will adjust billing statements to reflect the actual costs of services as outlined in Article 5 of the Cooperative Service Agreement.

Option Year costs are estimates only and APHIS WS is not bound to these costs. These cost estimates will be updated when APHIS WS is notified that option years will be exercised.

Option Year 3

January 1, 2015 – December 31, 2015

Program	Yearly Cost	Monthly Installment
JFK Biologist	$177,756	$14,813
JFK Specialist	$74,148	$6,179
JFK Bird Hazard Reduction Program	$159,264	$13,272
JFK Seasonal Wildlife Control	$447,780	$31,315
JFK Total →	**$858,948**	**$71,579**
LGA Biologist	$152,208	$12,684
LGA Specialist	$69,096	$5,758
LGA Total →	**$221,304**	**$18,442**
SWF Total→	**$159,480**	**$13,290**
EWR Total→	**$192,864**	**$16,072**
TEB Total→	**$189,732**	**$15,811**
TOTAL	**$1,622,328**	**$135,194**
Extra Work (6%)	$97,339	
Research	$25,000	
GRAND TOTAL	**$1,744,667**	

Funds dedicated towards Research and Extra Work may only be used as such and must be authorized by the Manager.

Monthly installment payments do not include costs of any Research and/or Extra Work performed. APHIS WS will bill the Port Authority for the exact costs of any Research or Extra Work. APHIS WS will adjust billing statements to reflect the actual costs of services as outlined in Article 5 of the Cooperative Service Agreement.

Option Year costs are estimates only and APHIS WS is not bound to these costs. These cost estimates will be updated when APHIS WS is notified that option years will be exercised.

120-Day Extension Period

Program	Yearly Cost	Monthly Installment
JFK Biologist	$59,612	$15,553
JFK Specialist	$25,952	$6,488
JFK Bird Hazard Reduction Program	NA	NA
JFK Seasonal Wildlife Control	NA	NA
JFK Total →	**$85,564**	**$21,391**
LGA Biologist	$53,272	$13,318
LGA Specialist	$24,184	$6,046
LGA Total →	**$77,456**	**$19,354**
SWF Total→	**$55,816**	**$13,954**
EWR Total→	**$67,500**	**$16,875**
TEB Total→	**$66,648**	**$16,662**
TOTAL	**$351,984**	**$88,246**
Extra Work (6%)	$21,120	
Research	NA	
GRAND TOTAL	**$373,104**	

Funds dedicated towards Extra Work may only be used as such and must be authorized by the Manager.

Monthly installment payments do not include costs of any Extra Work performed. APHIS WS will bill the Port Authority for the exact costs of any Extra Work. APHIS WS will adjust billing statements to reflect the actual costs of services as outlined in Article 5 of the Cooperative Service Agreement.

WS-ER (2/08)

Agreement No.: 0972348024 RF
Accounting Code: 973 7234066

COOPERATIVE SERVICE AGREEMENT
between
THE PORT AUTHORITY OF NEW YORK & NEW JERSEY
(PORT AUTHORITY)
and
UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE (APHIS)
WILDLIFE SERVICES (WS)

ARTICLE 1

The purpose of this Cooperative Service Agreement is to facilitate APHIS WS in providing the PORT AUTHORITY at Newark Liberty International Airport (EWR or Airport) with a three-phase wildlife hazard management program. To accomplish this, APHIS WS will provide one full-time wildlife biologist dedicated to EWR who will identify, implement and monitor measures to alleviate or eliminate wildlife hazards to air carrier operations on and within a five-mile radius of the Airport, as defined in the Work Plan (Attachment A). Phase I involves the Wildlife Hazard Assessment (WHA) and implementation of wildlife hazard control measures as per Federal Aviation Regulations Part 139.337, Wildlife Hazards Management. An effective WHA will provide information that when considered will increase aircraft operation safety and will help to protect human health and safety and reduce property damage on and within a five-mile radius of the Airport.

Phase II of the program involves preparing a Wildlife Hazard Management Plan (WHMP) and continued cooperation with operations personnel in implementing wildlife hazard control measures as per Federal Aviation Regulations Part 139.337, Wildlife Hazards Management. A WHMP is a document that describes the responsibilities, policies, and procedures to reduce wildlife hazards on and within a five-mile radius of the Airport. It provides guidelines and action plans to accomplish prioritized wildlife hazard management objectives within defined time frames. The plan will be based on scientific data and will be clearly written to provide information that when followed will increase aircraft operation safety and will help to protect human health and safety and reduce property damage on and within a five-mile radius of the Airport.

Phase III of the program involves continued cooperation with operations personnel in implementing wildlife hazard control measures as per Federal Aviation Regulations Part 139.337, Wildlife Hazards Management.

Attachment A, the Work Plan, provides a detailed description of all phases of the agreement. Attachment B, the Financial Plan, provides an outline of costs for the length of the agreement, with a budget year total not to exceed $110,218 for the first year, $125,780

for the second year, and $133,038 for the third year (unless extra work is agreed upon by both the PORT AUTHORITY and APHIS WS).

ARTICLE 2

APHIS WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101Stat. 1329-331, 7 U.S.C. 426c), to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program of wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

APHIS WS and the PORT AUTHORITY mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement shall be:

   The PORT AUTHORITY:
   Renee D. Spann, Manager
   Airport Operations Division
   Building 1 – Conrad Road
   Newark Liberty International Airport
   Newark, NJ 07114

   APHIS WS:
   Wendy Anderson, State Director - NJ
   USDA, APHIS, WS
   140-C Locust Grove Road
   Pittstown, NJ 08867

2. To meet as determined necessary by either party to discuss mutual program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan (Attachment A). Personnel authorized to attend meetings under this Agreement shall be Manager, Airport Operations Division (AOD) or her designee, the State Director or her designee, and/or those additional persons authorized and approved by the Manager, AOD, and the State Director.

3. APHIS WS shall perform services more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing,

at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan.

ARTICLE 4

The PORT AUTHORITY agrees:

1. To authorize APHIS WS to provide technical assistance and direct control services to reduce human health and safety risks and property damage associated with wildlife aircraft strikes at EWR. These activities are defined in the Work Plan. APHIS WS will be considered an invitee on the lands controlled by the PORT AUTHORITY. The PORT AUTHORITY will be required to exercise reasonable care to warn APHIS WS as to dangerous conditions or activities in the project areas.

2. To reimburse APHIS WS for costs of services provided under this Agreement, up to, but not exceeding, the amount specified in the Financial Plan (Attachment B). The PORT AUTHORITY will begin processing for payment invoices submitted by APHIS WS within 30 days of receipt. The PORT AUTHORITY ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.

3. To designate to APHIS WS, the PORT AUTHORITY authorized individual whose responsibility shall be the coordination and administration of activities conducted pursuant to this Agreement.

4. To notify APHIS WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the program.

5. APHIS WS shall be responsible for administration and supervision of the program.

6. All equipment purchased for the program is and will remain the property of APHIS WS.

7. To coordinate with APHIS WS prior to responding to any media requests regarding wildlife issues involving APHIS WS activities at EWR.

8. To obtain the appropriate permits for removal activities and list APHIS WS as subpermitees.

9. To provide a PORT AUTHORITY staff guide and vehicle to escort WS personnel/vehicles as reasonably required by Federal Aviation Administration regulations or to provide APHIS WS appropriate training and Airport identification to independently conduct APHIS WS activities on EWR property (including the Air Operations Area [AOA]).

10. To provide APHIS WS personnel with reasonable desk space and telephone service and to provide space for outdoor storage of equipment and supplies necessary to conduct WS activities on the Airport.

11. To provide parking for federal vehicles while conducting official duties.

ARTICLE 5

APHIS WS Agrees:

1. To conduct APHIS WS activities on and within a five-mile radius of EWR as outlined in the Work and Financial Plans referenced in Article 3 of this Agreement.

2. To designate to the PORT AUTHORITY the authorized APHIS WS individual who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. To bill the PORT AUTHORITY for actual costs incurred by APHIS WS that are directly attributable to the performance of services agreed upon and specified in the Work Plan. APHIS WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than three years from the date of completion of the services provided under this Agreement and the PORT AUTHORITY shall have the right to inspect and audit such records.

4. To have APHIS WS personnel comply with all Airport security rules, regulations, and directives.

5. To administer the program through utilization of federal employees and supervisors.

6. To coordinate with the PORT AUTHORITY before responding to any media requests related to their efforts at EWR.

7. To coordinate with the PORT AUTHORITY (EWR AOD) before implementing wildlife control measures.

8. To coordinate with the PORT AUTHORITY (EWR AOD) prior to contacting surrounding area landowners located within the five-mile radius of the Airport.

9. To obtain approval from the PORT AUTHORITY (EWR AOD) prior to presenting information to outside entities regarding the work conducted by APHIS WS on and within the five-mile radius of the Airport.

10. To submit invoices for services rendered at a frequency no less than quarterly.

11. To provide to the PORT AUTHORITY monthly reports of observations, recommendations, activities performed and services rendered.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS WS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS WS funds for a finite period under a Continuing Resolution.

ARTICLE 7

APHIS WS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Title 41, Section 22 United States Code, no Member of Congress shall be admitted to any share or part of this Agreement or to any benefit to arise thereupon.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent APHIS WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this agreement.

ARTICLE 10

The PORT AUTHORITY certifies that APHIS WS has advised the PORT AUTHORITY that there may be private sector service providers available to provide wildlife management services that the PORT AUTHORITY is seeking from APHIS WS.

ARTICLE 11

The performance of wildlife damage management actions by APHIS WS under this agreement is contingent upon a determination by APHIS WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable environmental statutes. APHIS WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party provided that party notifies the other in writing at least 120 days prior to effecting such action. Further, in the event the PORT AUTHORITY does not provide necessary funds, APHIS WS is relieved of the obligation to provide services under this agreement.

ARTICLE 13

Neither the Commissioners of the PORT AUTHORITY nor any directors, officers, agents, employees, adjusters or attorneys of any of the Parties shall be charged personally with any liability or held liable (i) under any term or provision of this Agreement or because of its execution or attempted execution or because of any breach or alleged breach thereof, or (ii) for any act or omission in connection with their respective duties hereunder. This provision shall not affect the ability of APHIS WS to pursue legal action against the PORT AUTHORITY if the PORT AUTHORITY is in breach of this agreement.

In accordance with the Debt Collection Improvement Act of 1996, the Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

The PORT AUTHORITY Taxpayer Identification Number (TIN): 13-6400654

The PORT AUTHORITY:

BY: _____ 8/16/09
William DeCota, Director of Aviation — Date
Port Authority of New York & New Jersey
225 Park Avenue South
New York, NY 10003

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 9/2/09
Wendy Anderson, State Director - NJ — Date
USDA, APHIS, WS
140-C Locust Grove Road
Pittstown, NJ 08867

BY: _____ 9/4/09
Charles S. Brown — Date
Director, Eastern Region
USDA, APHIS, WS
920 Main Campus Drive; Suite 200
Raleigh, NC 27606

APPROVED:

FORM	TERMS
ILG	OP

ATTACHMENT A
WORK PLAN

Introduction

The U.S. Department of Agriculture (USDA) is authorized to protect American agriculture and other resources from damage associated with wildlife. The primary authority for Wildlife Services (WS) is the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C.426-426b) as amended, and the Act of December 22, 1987 (101Stat. 1329-331, 7 U.S.C. 426c). Wildlife Services activities are conducted in cooperation with other Federal, State and local agencies; private organizations and individuals.

The APHIS WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. IWDM is described in Chapter 1, 1-7 of the Animal Damage Control Program Final Environmental Impact Statement (USDA, 1994). These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

A. NEED FOR ASSISTANCE

In accordance with Federal Aviation Administration (FAA) requirements, the PORT AUTHORITY at EWR must conduct and has requested assistance with: 1) a Wildlife Hazard Assessment (WHA); 2) Wildlife Hazard Management Plan (WHMP); and 3) implementing wildlife hazard control measures to alleviate risks to human safety and damage to aviation, and property damage to aircraft, equipment, tools, and supplies in warehouses and hangars as per Federal Aviation Regulations Part 139.337, Wildlife Hazards Management.

The purpose of the WHA is to develop a detailed evaluation of wildlife hazard conditions on and within a five-mile radius of the Airport. The WHA is conducted by means of systematic data collection through on-site observations, surveys, and data analysis. The WHA will be the basis for developing the WHMP.

A WHMP is a document that describes the responsibilities, policies, and procedures to reduce wildlife hazards at the Airport. It provides guidelines and action plans to accomplish prioritized wildlife hazard management objectives within defined time frames. The plan will be based on scientific data and clearly written to provide information, that when followed, will increase aircraft operation safety and will help to protect human health and safety and reduce property damage on and within a five-mile radius of the Airport. It is a working document that should be reviewed at least annually. It should be modified as hazards, local wildlife populations, and wildlife hazard management techniques and approaches change. The development of a wildlife hazard committee or working group at

the Airport is an important aspect of the development and implementation of a WHMP. Representatives from government agencies and Airport departments should be those with decision-making authority for wildlife permits and wildlife hazard management policies and programs.

In 2002, APHIS WS assisted the PORT AUTHORITY with a WHA and in 2003 a WHMP was prepared. The PORT AUTHORITY staff currently conduct wildlife hazard control operations. During a recent Airport inspection, the FAA recommended that the PORT AUTHORITY conduct a new WHA based on its wildlife strike history and time elapsed since an assessment was completed. A new WHMP will be prepared based on the findings of a second WHA.

B. OBJECTIVES

Phase I: Wildlife Hazard Assessment

APHIS WS will conduct a 12-month WHA of EWR and lands surrounding the Airport within a five-mile radius with a wildlife biologist knowledgeable in WHA procedure. The data collected during the assessment will provide new information on wildlife hazards. This Cooperative Service Agreement (Agreement) between the PORT AUTHORITY and APHIS WS will ultimately alleviate wildlife damage to aviation, property, and human health and safety. The objectives of this phase would be to:

1) Conduct a WHA as prescribed by APHIS WS, of EWR, that documents the biology and ecological relationships of wildlife populations present on and within a five-mile radius of the Airport. Data pertaining to the occurrence, location and movements of wildlife species on a daily and seasonal basis will be recorded. Further, the identification and location of features on and within a five-mile radius of the Airport that may attract wildlife will be compiled. Detailed observations and descriptions of wildlife hazards to aircraft operations will be noted. Wildlife strike data and current wildlife hazard control operations will also be analyzed.
2) As outlined in the Agreement, provide a written report detailing elements listed in Objective 1. The report will also contain recommendations to alleviate wildlife hazards that are site-specific to EWR. The report will be written such that it can be incorporated into the WHMP.
3) Work with surrounding area landowners in identifying and abating potential or real wildlife hazards and obtaining permission to conduct wildlife hazard surveys on those lands. The APHIS WS wildlife biologist will be the responsible person for explaining the potential risks, recommending wildlife hazard mitigation, and working with the individuals or agencies to implement solutions.
4) Implement wildlife hazard control measures to reduce specific bird and mammal threats to aviation safety and coordinate effective solutions.
5) Present specific information relating to wildlife hazards at EWR during committee or other meetings. Meetings include internal meetings between APHIS WS and the PORT AUTHORITY, as well as external meetings that the PORT AUTHORITY requests APHIS WS attend either on their behalf or with them.

6) Provide technical assistance, wildlife hazard control measures, education, scientific research capability and liaison with the Airport, local, state, and federal regulatory agencies as part of a comprehensive wildlife hazard management program.

Phase II: Wildlife Hazard Management Plan

APHIS WS will prepare a WHMP, based on the findings of the WHA, and implement wildlife hazard management activities provided in the WHA. Activities will include wildlife hazard control, habitat management, and continued wildlife monitoring over a 12-month period. The objectives of this phase would be to:

1) Train Airport personnel on how to identify wildlife hazards and implement wildlife control measures to reduce specific bird and mammal threats to aviation safety and coordinate effective solutions.
2) Provide technical assistance, wildlife hazard control measures, education, scientific research capability and liaison with local, state, and federal regulatory agencies as part of a comprehensive wildlife hazard management program at the facility mentioned in this Agreement.
3) Continue wildlife surveys on and within a five-mile radius of EWR that document the biology and ecological relationships of wildlife populations in the area. Data pertaining to the occurrence, location and movements of wildlife species on a daily and seasonal basis will be recorded. Furthermore, the identification and location of features on or within a five-mile radius of EWR that may attract wildlife will be compiled. Detailed observations and descriptions of wildlife hazards to aircraft operations will be noted.
4) Participate in the Wildlife Hazard Working Group at EWR. The APHIS WS wildlife biologist will present specific information relating to wildlife hazards at EWR.
5) Work with surrounding area landowners within a five-mile radius of EWR in identifying and abating potential or real wildlife hazards.
6) Assist the PORT AUTHORITY with implementation of the Airport's master plan, specifically relating to wildlife and habitat management issues.

Phase III: Continued Wildlife Hazard Management Operations

APHIS WS will continue to conduct wildlife hazard management activities as provided in the WHA and WHMP. Activities will include wildlife hazard control, habitat management, and continued wildlife monitoring over a 12-month period. Objectives would be the same as those listed in Phase II.

C. APPROACH

Phase I: Wildlife Hazard Assessment

A WHA is a comprehensive, detailed study and evaluation of factors contributing to wildlife hazards involving systematic quantitative data collection through on-site

observations and surveys. APHIS WS will monitor wildlife populations and their movements to determine the status of species in order to analyze wildlife factors contributing to wildlife hazards. Typically, a WHA is conducted over the length of a year to fully assess seasonal effects on wildlife behavior. This information would be used to develop a comprehensive WHMP.

Specifically, the WHA will be undertaken to sample bird and mammal species and frequency, seasonal and behavioral activities, and locations of wildlife activity in relation to the Airport. The WHA would begin after a mutually agreed-upon date. Wildlife abundance data will be collected for 12 consecutive months. Data will be analyzed and scientific literature will be reviewed monthly. Wildlife strike data and current wildlife hazard control operations will also be analyzed. Results of monthly data analyses will be shared with Airport operations upon request. Data will be analyzed and a final report will be written during the first several months of the second year of this Agreement. Resulting recommendations will be incorporated into the Airport's WHMP.

Birds

A systematic random sample experimental design will be used to sample birds at observation sites spaced equidistant within the Aircraft Operation Area (AOA). Birds will be sampled four times per month (e.g., once per week). There will be three observation periods per day. Birds will be observed for five minutes per observation site. Bird activity will be sampled for 12 consecutive months. Birds will also be surveyed on lands within a five-mile radius of the Airport environment that are identified during the initial development phase of the WHA.

Mammals

Counts of mammalian species will be conducted monthly to obtain an index of mammal abundance on and within a five-mile radius of the Airport environment. Spotlight counts will be conducted two nights per month. Technical assistance will be provided on managing mammals if a wildlife hazard is perceived. Wildlife hazard control measures will be recommended if warranted, and implemented by APHIS WS if the PORT AUTHORITY requests assistance.

If the presence of raptors and owls is noted, a small mammal trapping study may be conducted to identify the occurrence and composition of these populations that are attracting the predatory birds. Data collected will be used similarly as discussed in the previous paragraph.

Habitat Assessment

The APHIS WS biologist will examine land features (e.g., brushy areas, natural water areas, human-made water impoundments, trees used as perches, etc.) within a five-mile radius of EWR to ascertain if they constitute or contribute to wildlife hazard conditions. The APHIS WS biologist will accomplish this task through the use of maps and by ground truthing the area. This work will be ongoing over the course of the study to assess whether time of year plays a role (e.g., pooling of water during the rainy season, etc.).

Phase II: Wildlife Hazard Management Plan

In an effort to identify new wildlife-related hazards and monitor existing hazards identified during the WHA, APHIS WS will continue wildlife and habitat monitoring during the preparation of the WHMP. This monitoring effort will use the same methodology as specified in Phase I, but will occur in a reduced capacity as compared to the formal WHA. This data will allow for comparison to the baseline data identified during the WHA.

Phase III: Continued Wildlife Hazard Management Operations

APHIS WS will continue wildlife and habitat monitoring for comparison with baseline data. APHIS WS will continue to manage potential or existing wildlife hazards identified during the WHA, WHMP, or through continued monitoring.

WILDLIFE CONTROL MEASURES

Wildlife hazard control measures will be used to protect human health and safety and property by using an integrated wildlife damage management approach which relies on applying any and all practical and legal methods to alleviate wildlife damage while minimizing environmental impacts. The APHIS WS wildlife biologist will be available to assist with wildlife control measures currently being implemented by EWR employees, analyze data, aid in species identification, and challenge current protocols with the intent of improving effectiveness.

SAFETY

APHIS WS will conduct operations in accordance with the PORT AUTHORITY safety, security, and environmental regulations and procedures. All other safety requirements of APHIS WS, the FAA, and the PORT AUTHORITY will be met by APHIS WS as required.

OTHER ACTIVITIES

Technical assistance to alleviate wildlife hazards will be provided to the Airport as necessary or as requested. Wildlife hazard control measures will be prioritized by the biologist, with aviation safety given the highest priority. Other wildlife hazard control measures will be implemented as resources and time allow. Wildlife hazard control measures may include population reduction, exclusion, harassment, repellents, and habitat alteration.

The APHIS WS wildlife biologist will work with adjacent landowners to reduce the local threat of wildlife species when it benefits the PORT AUTHORITY.

It is likely that EWR will receive questions from the public and the media regarding wildlife hazard management at EWR. APHIS WS will, as needed, assist EWR in providing

the media with scientifically-based information regarding wildlife and wildlife hazard management at EWR.

D. RESULTS AND BENEFITS EXPECTED

The PORT AUTHORITY will receive far-reaching benefits from the presence of an APHIS WS biologist. Expected benefits include:

1) Alleviation of problems caused by wildlife due to the presence of a reliable wildlife damage biologist.
2) Direct control of wildlife problems in a timely and efficient manner.
3) Consultation and recommendations on altering or eliminating problematic wildlife habitats.
4) Identification of wildlife hazards to aviation.
5) Quantitative data on wildlife species, including frequency of occurrence.
6) Identification of seasonal and behavioral activity of wildlife.
7) Identification of habitat locations that attract wildlife in relation to the Airport.

An APHIS WS biologist with expertise in wildlife management at airports will identify alternatives to resolve wildlife conflicts and promptly implement methods to alleviate wildlife hazards. The APHIS WS biologist will also provide educational programs to train Airport personnel in alleviating wildlife hazards (if needed), recommendations to reduce wildlife attractants on expansion projects, and coordinate with appropriate state and federal agencies for permits related to the management of wildlife conflicts.

E. RESOURCES REQUIRED

An APHIS WS wildlife biologist will conduct the activities described in this agreement. Additional APHIS WS personnel will assist as necessary with meetings, presentations and wildlife hazard control operations.

The PORT AUTHORITY will appoint an individual as a point of contact. The PORT AUTHORITY will provide logistical support (e.g., access to areas, training when applicable, etc.). The APHIS WS biologist will complete all necessary training and coordinate with appropriate personnel to maintain training requirements during the life of the Agreement.

F. PROCUREMENT AND OFFICE SPACE

Purchase of supplies and hiring of a full-time biologist will be done by APHIS WS as outlined in the Financial Plan. Additionally, all expenditures will be processed through APHIS WS' administrative system as described in the Financial Plan.

The PORT AUTHORITY will provide office space, phone service, and access to copiers, and fax machines for the APHIS WS biologist. APHIS WS will provide a vehicle, necessary office supplies, and necessary field supplies such as binoculars, spotting scope,

range finder, traps, ammunition, rotating beacon and other necessary equipment for use in the field.

G. STIPULATIONS AND RESTRICTIONS

APHIS WS activities under this Agreement will be limited to the Airport aviation site, surrounding area, and other sites mentioned in this Agreement. Techniques will be environmentally sound, safe, and selective. All program activities will comply with applicable local, state, and federal laws and regulations. If applicable, both federal and state permits will be secured to perform the work outlined in this Agreement. These activities will be within the policy guidelines of APHIS WS.

H. REPORTS

APHIS WS will be responsible for the preparation of all required reports to document activities (i.e., individual site reports, scientific study, etc.) and periodic progress reports to be shared with the PORT AUTHORITY'S Aviation Wildlife Management Program, EWR operations and management. Such progress reports will include monthly reports of activities, observations, and recommendations. APHIS WS will also be responsible for completing annual reports associated with the United States Fish and Wildlife Service (USFWS) and NJ Division of Fish and Wildlife (NJDFW) for renewable depredation and other necessary permits. APHIS WS will also assist The PORT AUTHORITY in obtaining any necessary permits that may be required to conduct wildlife management activities.

I. PERSONNEL REQUIREMENTS

The writing of the WHA and WHMP will be conducted or overseen by a full-time wildlife biologist who meets the qualifications as outlined in FAA Advisory Circular 150/5200-36. All APHIS WS personnel working on the Airport will be required to obtain and display an Airport-issued ID badge. Prior to issuance of an Airport ID badge, all APHIS WS personnel will have to complete any background checks required by the Airport and TSA.

Effective Dates

The recruiting and hiring of a qualified wildlife biologist by APHIS WS shall commence upon final signature of this Agreement. Planned activities by APHIS WS, as stipulated in Attachment A, will begin at the time of the hiring of a qualified wildlife biologist, and shall continue for three years from the date of commencement of the planned activities.

Resources Required

APHIS WS will provide a full-time wildlife biologist to the PORT AUTHORITY at EWR. This biologist will be assisted by the lead airport wildlife biologist and supervised by the State Director within the APHIS WS' New Jersey Program.

ATTACHMENT B
FINANCIAL PLAN

PHASE I (2009-2010)

Personnel Costs	$76,230
Travel	$ 6,820
Vehicle Usage	$ 3,728
Supplies/Equipment	$ 2,000
Uniform/Equipment Capitalization Cost	$ 7,102
Program Support	$14,338
TOTAL	**$110,218**
6% Extra Work	$ 6,613*

The distribution of the budget from this Financial Plan may vary as necessary to accomplish the purpose of this Agreement, but may not exceed **$110,218** for the budget year unless extra work is agreed upon by both the PORT AUTHORITY and APHIS WS.

* Extra Work includes APHIS WS assistance, at the request of the PORT AUTHORITY, in work not included in the original scope of this Agreement and Work Plan.

PHASE II (2010-2011)

Personnel Costs	$91,792
Travel	$ 6,820
Vehicle Usage	$ 3,728
Supplies/Equipment	$ 2,000
Uniform/Equipment Capitalization Cost	$ 7,102
Program Support	$14,338
TOTAL	**$125,780**
6% Extra Work	$ 7,547

The distribution of the budget from this Financial Plan may vary as necessary to accomplish the purpose of this Agreement, but may not exceed **$125,780** for the budget year unless extra work is agreed upon by both the PORT AUTHORITY and APHIS WS.

PHASE III (2011-2012)

Personnel Costs	$94,610
Travel	$ 6,820
Vehicle Usage	$ 3,729
Supplies/Equipment	$ 2,000
Uniform/Equipment Capitalization Cost	$ 8,573
Program Support	$17,306
TOTAL	**$133,038**
6% Extra Work	$ 7,982

The distribution of the budget from this Financial Plan may vary as necessary to accomplish the purpose of this Agreement, but may not exceed **$133,038** for the budget year unless extra work is agreed upon by both the PORT AUTHORITY and APHIS WS.

Financial Point of Contact

Port Authority:	Donna Massett Financial Contact	(973) 961-6063 Phone
APHIS, WS:	Lisa Spinelli Budget Analyst	(908) 735-5654 x5 Phone

Agreement No.: 04 7236 4157 RA
Accounting Code: 4737236543

COOPERATIVE SERVICE AGREEMENT
between
PORT AUTHORITY OF NEW YORK AND NEW JERSEY (PANYNJ)
and
UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)
ANIMAL AND PLANT HEALTH INSPECTION SERVICE (APHIS)
WILDLIFE SERVICES (WS)

ARTICLE 1

The purpose of this Cooperative Service Agreement is to provide wildlife studies and technical and operational assistance to reduce wildlife hazards at La Guardia International Airport (LGA).

ARTICLE 2

APHIS-WS has statutory authority under the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C. 426-426c) as amended, for the Secretary of Agriculture to cooperate with States, individuals, public and private agencies, organizations, and institutions in the control of wild mammals and birds injurious to agriculture, horticulture, forestry, animal husbandry, wildlife, and public health and safety.

ARTICLE 3

APHIS-WS and PANYNJ mutually agree:

1. The parties' authorized representatives who shall be responsible for carrying out the provisions of this Agreement shall be:

   PANYNJ:
   Manager, Airport Operations Security and Services Division (AOSSD)
   LaGuardia International Airport
   Hangar 7 Center, Third Floor
   Flushing, NY 11371

   APHIS-WS:
   Richard B. Chipman, State Director
   USDA, APHIS, WS
   1930 Route 9
   Castleton, NY 12033

2. To meet as determined necessary by either party to discuss mutual program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan (Attachment A). Personnel authorized to attend meetings under this Agreement shall be the Manager, AOSSD, or his/her designee, the State Director or his/her designee, and/or those additional persons authorized and approved by the Manager, AOSSD, and the State Director.

3. APHIS-WS shall perform services more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan.

ARTICLE 4

PANYNJ agrees:

1. To authorize APHIS-WS to conduct direct control activities to reduce human health and safety risks and property damage associated with wildlife-aircraft strikes. These activities are defined in the Work Plan. APHIS-WS will be considered an invitee on the lands controlled by PANYNJ. PANYNJ will be required to exercise reasonable care to warn APHIS-WS as to dangerous conditions or activities in the project areas.

2. To reimburse APHIS-WS for costs of services provided under this Agreement up to but not exceeding the amount specified in the Financial Plan (Attachment B), unless prior approval is obtained from the Airport Operations Security and Services Division Manager to overspend. PANYNJ will begin processing for payment invoices submitted by APHIS-WS within 30 days of receipt. The Cooperator ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt.

3. To designate to APHIS-WS the PANYNJ-authorized individual whose responsibility shall be the coordination and administration of activities conducted pursuant to this Agreement.

4. To notify APHIS-WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the program.

5. APHIS-WS shall be responsible for administration and supervision of the program.

6. All equipment purchased by APHIS-WS for the program is and will remain the property of APHIS-WS.

7. To coordinate with APHIS-WS before responding to media requests related to the program.

8. To obtain the appropriate permits for removal activities for herring gulls, ring-billed gulls, great black-backed gulls, laughing gulls, Canada geese, Atlantic brant, double-crested cormorants, mute swans, mallards, and pigeons and list USDA, APHIS, Wildlife Services as subpermitees.

9. To provide an indoor working space to complete necessary paperwork.

ARTICLE 5

APHIS-WS Agrees:

1. To conduct activities at PANYNJ as described in the Work and Financial Plans.

2. Designate to PANYNJ the authorized APHIS-WS individual who shall be responsible for the joint administration of the activities conducted pursuant to this Agreement.

3. To bill PANYNJ for actual costs incurred by APHIS-WS during the performance of services agreed upon and specified in the Work Plan. APHIS-WS shall keep records and receipts of all reimbursable expenditures hereunder for a period of not less than one year from the date of completion of the services provided under this Agreement and PANYNJ shall have the right to inspect and audit such records.

4. To coordinate with PANYNJ before responding to media requests related to the program.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate APHIS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides APHIS funds for a finite period under a Continuing Resolution.

ARTICLE 7

APHIS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent APHIS- WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this agreement.

ARTICLE 10

PANYNJ certifies that wildlife damage management options, including the use of services provided by the private sector, have been carefully considered. After considering these options, PANYNJ requests that APHIS-WS provide its services under the stated terms of this Agreement.

ARTICLE 11

The performance of wildlife damage management actions by APHIS-WS under this agreement is contingent upon a determination by APHIS-WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable environmental statutes. APHIS-WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party provided that party notifies the other in writing at least 120 days prior to effecting such action. The length of notice for unilateral termination may be longer or shorter if necessary. Further, in the event the Cooperator does not provide necessary funds, APHIS-WS is relieved of the obligation to provide services under this agreement.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

BY: _____ 9-27-03
William R. DeCota, Director of Aviation — Date
Port Authority of New York and New Jersey
225 Park Avenue South
New York, NY 10003

In accordance with the Debt Collection Improvement Act of 1996, the Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

PANYNJ Taxpayer Identification Number (TIN) _____

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 10-14-03
Richard B. Chipman, State Director — Date
USDA, APHIS, WS
1930 Route 9
Castleton, NY 12033

BY: _____ 11/13/3
for Charles S. Brown, Director, Eastern Region — Date
USDA, APHIS, WS
920 Main Campus Drive
Suite 200
Raleigh, NC 27606

ATTACHMENT A
WORK PLAN

Introduction

The U.S. Department of Agriculture (USDA) is authorized to protect American agriculture and other resources from damage associated with wildlife. The primary authority for Wildlife Services (WS) is the Act of March 2, 1931 (46 Stat. 1468; 7 U.S.C. 426-426c) as amended. Wildlife Services activities are conducted in cooperation with other Federal, State and local agencies; private organizations and individuals.

The WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. IWDM is described in Chapter 1, 1-7 of the Animal Damage Control Program Final Environmental Impact Statement (USDA, 1994). These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

The WS program is a non-regulatory, federal cooperative wildlife management program whose mission is to provide leadership in reducing conflicts between people and wildlife and has the primary responsibility for responding to threats caused by migratory birds. A growing focus of WS is to help promote the safe operation of aircraft by working with airport management to document, assess and manage wildlife hazards at airports throughout the country.

History, Purpose, and Need

Birds and mammals frequent airports because these areas contain natural and man-made habitats that provide food, water, shelter, and open space. Wildlife related events at airports may result in loss of human life, injury to passengers or people on the ground, and damage or malfunction of aircraft, aircraft navigational aids, or airport facilities. Maintenance of aviation safety is of paramount concern to airport managers, and is the top concern of WS in working with airports to reduce wildlife hazards. Human injury and loss of life are the most significant consequences of wildlife strikes with aircraft. Worldwide, wildlife strikes have killed more than 400 people and destroyed over 420 aircraft. These collisions may cause expensive structural and mechanical damage to aircraft even if they do not result in a crash. Globally, damage caused by bird strikes is estimated at 1 billion dollars annually. New York State accounts for 7% of all reported bird strikes to civil aircraft in the United States 1990-1999. However, it is estimated from carcass recovery studies at airports that 87% of all bird strikes goes unreported.

Every airport is ecologically and operationally unique. Accordingly, hazards caused by wildlife vary from airport to airport even when the same species are involved. Airports differ in features such as geographic location, climate, topography, altitude, size, ecological features, services, facilities, and general layout of runway and taxiway systems. Wildlife conflicts at airports vary in intensity and duration: some may occur seasonally while others are continuous and require constant attention.

USDA, APHIS, Wildlife Services has had a cooperative relationship and provided research, technical and operational assistance to The Port Authority of New York and New Jersey (PANYNJ) for more than 13 years to reduce wildlife hazards at both La Guardia International Airport (LGA) and at John F. Kennedy International Airport (JFK). This work, initiated at the request of PANYNJ, has historically focused on reducing risks to aviation posed by gulls and Canada geese.

Based on the results of a recent Wildlife Hazard Assessment at La Guardia International Airport, LGA management has requested to enter into a multi-year agreement with WS to provide wildlife studies and technical and operational assistance to reduce wildlife hazards at LGA. This agreement is for 3 years with 2 one-year options.

Objective

WS will focus on, but will not be limited to, Canada goose management on and adjacent to LGA, gull management, habitat management, monitoring and evaluating projects that may impact wildlife populations and create hazards, and assisting LGA, as requested, with the current wildlife hazard management program.

Planned USDA, APHIS, Wildlife Services Activities

I <u>WS will conduct Canada goose management</u>

WS will conduct management of local Canada goose populations by monitoring local presence of Canada geese at LGA, at Rikers Island, and in Flushing Bay and East River. Management actions include working with the New York City (NYC) Department of Corrections to continue nest treatments and to conduct other goose population reduction activities on Rikers Island. Roundups are subject to NEPA requirements and compliance.

Canada goose management and research at LGA will include assessing the possibilities of vegetation management or alternate vegetation ground cover to deter geese from feeding in the AOA. Other actions include harassing or shooting geese when present on LGA property and supporting the LGA Bird Control unit.

II <u>Gull management study and program</u>

A perching deterrent study will be conducted in conjunction with NWRC to determine the best techniques to deter gulls from perching in areas where they have historically been documented and observed. WS will also analyze data of gulls flying over and using

ATTACHMENT B
FINANCIAL PLAN

Estimated Expenditures and Associated Time Frames:

July 1, 2003—December 31, 2003

Total **$17,203**

January 1, 2004—June 30, 2006

Total **$89,141**

Option Year #1: July 1, 2006—June 30, 2007

Total **$37,596**

Option Year #2: July 1, 2007—June 30, 2008

Total **$38,724**

Financial Points of Contact

PANYNJ: Peter Florio, ACOS (718) 533-3605
Phone

APHIS, WS: Mark Carey (518) 477-4837
Phone

USDA

'ldlife Services
1930 Route 9
Castleton, NY 12033-9653

Tel. 477-4837
Fax 477-4899
E-mail dan.p.sullivan@aphis.usda.gov

Friday, March 12, 2004

Pete Florio
LaGuardia International Airport
Central Terminal Bldg., Room 3801
Flushing, NY 11371

Pete,

Here is your copy of the Cooperative Service Agreement. I apologize for the delay. Our state office and our regional office both retained copies, as well.

If you need anything, please let me know.

Sincerely,

Daniel P. Sullivan
Wildlife Biologist
USDA, Wildlife Services
1930 Route 9
Castleton, NY 12033
dan.p.sullivan@usda.gov
518-477-4837

WS-BR ( )

Agreement No.: 06 72 36 2704 RA
Accounting Code: 673 7236 607

COOPERATIVE SERVICE AGREEMENT

Between

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY, A BODY CORPORATE AND POLITIC CREATED BY COMPACT BETWEEN THE STATES OF NEW YORK AND NEW JERSEY, WITH THE CONSENT OF THE CONGRESS OF THE UNITED STATES OF AMERICA, HAVING AN OFFICE AT 225 PARK AVENUE SOUTH, NEW YORK 10003, HEREAFTER REFERRED TO AS THE "AUTHORITY" OR "PORT AUTHORITY"

And

**UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES, HAVING AN OFFICE AT 1930 ROUTE 9, CASTLETON, NEW YORK 12033, WITH REGIONAL HEADQUARTERS LOCATED AT 920 MAIN CAMPUS DRIVE, STE. 200, RALEIGH, NORTH CAROLINA 27606, HEREAFTER REFERRED TO AS "WS"**

ARTICLE 1

The purpose of this agreement is to establish and administer a cooperative program on behalf of The Port Authority of New York and New Jersey which wishes to retain the professional services of USDA, APHIS, Wildlife Services for technical, research and operational assistance for the Wildlife Management Program at John F. Kennedy International Airport (JFKIA) for 3 years (2006-2008) plus an option exercisable by mutual agreement to extend the contract for two years (2009, 2010) at a total cost of $1.4 million dollars. The objective of this agreement is for WS to conduct research, provide technical assistance and implement field operations that are designed to reduce wildlife strikes at JFKIA. WS will initiate wildlife studies as well as provide technical and operational assistance as outlined in Attachment "A" Work Plan and Attachment "B" Financial Plan. The initiation and implementation of operational wildlife hazard reduction programs by WS at JFKIA is dependent on issuance of permits and licenses from the New York State Department of Environmental Conservation and the U. S. Fish and Wildlife Service, and upon WS's compliance with the applicable provisions of the National Environmental Policy Act (NEPA) and the New York State Environmental Quality Review Act (SEQR).

As used herein "Authority" shall mean The Port Authority of New York and New Jersey, acting by its Director of Aviation, acting either personally or through his/her duly authorized representatives, except when the word "authority" is used to refer to legislative authority.

ARTICLE 2

WS has statutory authority under the Act of March 2, 1931(46 Stat. 1468; 7 U.S.C. 426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c) to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program for wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

ARTICLE 3

WS and The Port Authority of New York and New Jersey mutually agree:

1. The parties' authorized representatives who shall be responsible for the joint administration of the activities conducted pursuant to this agreement are:

   For the Port Authority of New York and New Jersey:

   General Manager
   The Port Authority of New York and New Jersey
   John F. Kennedy International Airport
   Aeronautical Services
   Building 145
   Jamaica, New York 11430

   For USDA, APHIS, Wildlife Services:

   State Director
   USDA, APHIS, Wildlife Services
   1930 Route 9
   Castleton, NY 12033-9653

2. To meet as determined necessary by either party to discuss mutual program interests, accomplishments, needs, technology, and procedures to maintain or amend the Work Plan. Personnel authorized to attend meetings under this Agreement shall be the General Manager or his/her designee, the State Director or his/her designee, and/or those additional persons authorized and approved by the General Manager, and the State Director.

3. WS shall perform services more fully set forth in the Work Plan, which is attached hereto and made a part hereof. The parties may mutually agree in writing, at any time during the term of this Agreement, to amend, modify, add or delete services from the Work Plan. This agreement shall be effective from January 1, 2006 and shall terminate on December 31, 2008 with two one-year option periods to extend this agreement through December 31, 2010 by mutual agreement. It may be terminated by either party upon a 30-days notice in writing to the other party.

ARTICLE 4

The Port Authority Agrees:

1. To authorize WS to engage in consulting and the implementation of cooperative wildlife damage management activities at JFKIA and the surrounding areas of concern. These activities are defined in the Work Plan. WS will be considered an invitee on the lands controlled by the Port Authority. The Port Authority will be required to exercise reasonable care to warn WS as to dangerous conditions or activities in the project areas.

2. To reimburse WS for costs of all services (100%) provided under this Agreement as outlined in the Work Plan up to but not exceeding the amount specified in the Financial Plan. The Port Authority will begin processing for payment invoices submitted by WS within 30 days of receipt. The Port Authority ensures and certifies that it is not currently debarred or suspended and is free of delinquent Federal debt. These costs for the purposes of participation in meetings and anticipation in technical assistance, research and/or operational assistance shall be in an amount equal to WS actual costs for salary and benefits, travel and equipment costs incurred.

3. To assist WS in obtaining the appropriate clearances and permits necessary for compliance with New York City, Federal Aviation Administration (FAA), and the Authority regulations/laws regarding the use and possession of firearms on Authority property and compliance with the Migratory Bird Treaty Act including listing WS as subpermitees on applicable state and federal permits. To provide WS personnel with training to meet FAA requirements for authorization to travel in restricted areas, or provide a JFKIA escort to accompany WS personnel as required by FAA regulations.

4. To designate to WS the Port Authority-authorized individual whose responsibility shall be the coordination and administration of activities conducted pursuant to this Agreement.

5. To notify WS verbally or in writing as far in advance as practical of the date and time of any proposed meeting related to the program.

6. That WS shall be responsible for administration and supervision of the program.

7. That all equipment purchased specifically by WS for implementation of the cooperative program is and will remain the property of WS.

8. To coordinate with WS as time permits before responding to media requests related to the activities and services provided by WS.

ARTICLE 5

WS Agrees:

1. Port Authority representatives will be consulted and requested to participate in all activities on airport property and all activities as outlined in the Work Plan.

2. To provide personnel to conduct activities as outlined in the Work Plan. With the assistance of the Authority, these personnel will obtain and possess all applicable clearances required by the City of New York, FAA, and the Port Authority of New York and New Jersey prior to using firearms at JFKIA.

3. To provide all WS personnel with safety vests marked USDA or as otherwise designated by The Port Authority as appropriate to make all staff identifiable when conducting wildlife management activities at JFKIA.

4. The WS State Director will coordinate all WS involvement and designate staff as appropriate, based on availability, needs and/or as requested by the Wildlife Biologist.

5. To keep records and receipts of reimbursable expenditures hereunder and require subcontractors utilized by WS under this agreement to keep records of reimbursable expenditures. The Authority shall have the right to inspect such records and those of the subcontractors. Such records are to be maintained by WS and their subcontractors for a period of one year after completion of services performed under this agreement.

6. WS shall render a bill to the Wildlife Biologist for expenses incurred on a quarterly basis, accompanied by such records, receipts, and other information the Wildlife Biologist requires, with copies to others as designated in writing by the Wildlife Biologist.

7. To consult with the Authority prior to issuance or permitting issuance of any release, advertisement, or literature of any kind that refers to the Authority or the services performed in connection with this Agreement, and WS shall submit the item for the comments of the Manager, Aeronautical Services or his/her designee.

8. Any services performed for the benefit of the Authority at any time by WS on the Authority's behalf, even though in addition to those described herein, even if expressly

and duly authorized by the Authority, shall be deemed as rendered under and subject to this Agreement unless referable to another expressly written, duly executed agreement by the same parties.

9. WS shall promptly and fully inform the General Manager in writing of any patents or patent disputes, whether existing or potential, of which WS has knowledge, relating to any idea, design, method, material, equipment of other matter related to the subject matter of this Agreement or coming to WS's attention in connection with this Agreement.

10. This Agreement being based upon WS's special qualifications for the services herein contemplated, any assignment, subletting or other transfer of this Agreement or any part hereof or of any monies due or to become due hereunder without the express consent in writing of the Authority shall be void and of no effect as to the Authority, provided however, that WS may sublet services to subcontractors with the express consent in writing of the Manager, Aeronautical Services. All persons to whom WS sublets services, however, shall be deemed to be WS's agents and no subletting or approval thereof shall be deemed to release WS from obligations under this agreement or to impose any obligation on the Authority to such subcontractor or give the subcontractor any rights against the Authority.

11. WS' services hereunder shall be those specified in the Work Plan. The objectives of this Agreement are to provide WS personnel to consult with and supplement current activities associated with the Port Authority of New York and New Jersey Wildlife Management Programs, which are designed to reduce wildlife hazards to aircraft at JFKIA and to prepare environmental assessment documents pursuant to NEPA and SEQR, if required.

12. To coordinate with the Port Authority before responding to all media requests.

ARTICLE 6

This Agreement is contingent upon the passage by Congress of an appropriation from which expenditures may be legally met and shall not obligate WS upon failure of Congress to so appropriate. This Agreement may also be reduced or terminated if Congress only provides WS funds for a finite period under a Continuing Resolution.

ARTICLE 7

WS assumes no liability for any actions or activities conducted under this Cooperative Service Agreement except to the extent that recourse or remedies are provided by Congress under the Federal Tort Claims Act (28 U.S.C. 1346(b), 2401(b), and 2671-2680).

ARTICLE 8

Pursuant to Section 22, Title 41, United States Code, no member of or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 9

All activities will be conducted in accordance with all applicable Federal, State and local laws, rules, and regulations. Nothing in this Agreement shall prevent WS from entering into separate agreements with any other organization or individual for the purpose of providing wildlife damage management services exclusive of those provided for under this agreement.

ARTICLE 10

The Port Authority certifies that wildlife damage management options, including the use of services provided by the private sector, have been carefully considered. After considering these options, the Port Authority requests that WS provide its services under the stated terms of this Agreement.

ARTICLE 11

The performance of wildlife damage management actions by WS under this agreement is contingent upon a determination by WS that such actions are in compliance with the National Environmental Policy Act, Endangered Species Act, and any other applicable environmental statutes. WS will not make a final decision to conduct requested wildlife damage management actions until it has made the determination of such compliance.

ARTICLE 12

This Cooperative Service Agreement may be amended at any time by mutual agreement of the parties in writing. Also, this Agreement may be terminated at any time by mutual agreement of the parties in writing, or by one party provided that party notifies the other in writing at least 120 days prior to effecting such action. The length of notice for unilateral termination may be longer or shorter if necessary. Further, in the event the Port Authority does not provide necessary funds, WS is relieved of the obligation to provide services under this agreement.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

BY: _____ 12-27-04
Ernesto Butcher, Chief Operating Officer Date
The Port Authority of New York and New Jersey
225 Park Avenue South
New York, New York 10003

In accordance with the Debt Collection Improvement Act of 1996, the Department of Treasury requires a **Taxpayer Identification Number** for individuals or businesses conducting business with the agency.

Port Authority Taxpayer Identification Number (13-6400654)

UNITED STATES DEPARTMENT OF AGRICULTURE
ANIMAL AND PLANT HEALTH INSPECTION SERVICE
WILDLIFE SERVICES

BY: _____ 1-6-06
Richard B. Chipman, State Director Date
USDA, APHIS, WS
1930 Route 9
Castleton, NY 12033

BY: _____ _____
Charles S. Brown, Director, Eastern Region Date
USDA, APHIS, WS
920 Main Campus Drive, Suite 200
Raleigh, NC 27606

WORK PLAN

Date Submitted: December 2005

Title: A cooperative three-year integrated wildlife hazard management and research program to reduce wildlife hazards at John F. Kennedy International Airport 2006-2008.

Organization: The New York Office of the USDA, APHIS, Wildlife Services (WS) Program in conjunction with the Sandusky, Ohio Field Station of the USDA, APHIS, WS, National Wildlife Research Center (NWRC).

General Location of Work: John F. Kennedy International Airport (JFKIA) and a 5-mile radius around the airport.

Dates of Cooperative Agreement:

- Start date: 1 January 2006
- End date: 31 December 2008 (with two one-year option periods through 2010)
- Draft annual reports: 1 December annually
- Final annual reports: 31 January annually
- Billing dates: Quarterly

Introduction: WS has statutory authority under the Act of March 2, 1931(46 Stat. 1468; 7 U.S.C. 426-426b) as amended, and the Act of December 22, 1987 (101 Stat. 1329-331, 7 U.S.C. 426c) to cooperate with States, local jurisdictions, individuals, public and private agencies, organizations, and institutions while conducting a program for wildlife services involving mammal and bird species that are reservoirs for zoonotic diseases, or animal species that are injurious and/or a nuisance to, among other things, agriculture, horticulture, forestry, animal husbandry, wildlife, and human health and safety.

The WS program uses an Integrated Wildlife Damage Management (IWDM) approach (sometimes referred to as IPM or "Integrated Pest Management") in which a series of methods may be used or recommended to reduce wildlife damage. IWDM is described in Chapter 1, 1-7 of the *Animal Damage Control Program Final Environmental Impact Statement.* These methods include the alteration of cultural practices as well as habitat and behavioral modification to prevent damage. However, controlling wildlife damage may require that the offending animal(s) are killed or that the populations of the offending species be reduced.

Program History and Agreement Status: Wildlife Services has maintained a cooperative relationship and provided research, technical and operational assistance to the Port Authority of New York and New Jersey (PANYNJ) since 1989 to reduce wildlife hazards at John F. Kennedy International Airport (JFKIA). This work, initiated at the request of PANYNJ, has historically focused on reducing risks to aviation posed by gulls (primarily laughing gulls). An operational gull shooting program was implemented by WS on behalf of PANYNJ in 1991 to reduce the immediate threat to

the safe operation of aircraft at JFKIA. This program became part of a long term NWRC study looking at the efficacy and impacts of this management program. Consultation services have also included a one-year wildlife hazard assessment, assistance with rewriting JFK's Wildlife Hazard Management Plan (WHMP) and various research projects on habitat management, insect management, and bird behavior. In 1994, WS became actively involved in the multi-agency JFKIA Bird Hazard Task Force that provides recommendations to PANYNJ regarding their wildlife management program. Since 1997, WS has chaired that committee and overseen the biannual meetings.

Collaborative efforts among the Ohio Field Station of WS's National Wildlife Research Center, WS New York State Office, and PANYNJ Wildlife Management Program has included a wide variety of field studies aimed at helping to refine JFKIA wildlife damage management activities. A partial list of studies cooperatively conducted by WS includes: 1) an analysis of reporting bias in bird strikes at JFKIA; 2) an airside vegetation and wildlife hazard study; 3) an analysis of the JFKIA falconry program; 4) a study looking at the use of aerial photography to estimate the number of nests in the Jamaica Bay laughing gull colony; 5) the implementation of a long term survey of eastern cottontails and black-tailed jackrabbits at JFKIA; 6) a study exploring the use of endophyte infected tall fescue as a replacement ground cover to reduce attractiveness to wildlife; 7) a study documenting species-specific behavioral responses of gulls to shooting to help refine the operational shooting program; 8) a survey of insects on the airport in conjunction with a gull food habits analysis; and 9) a study looking at the efficacy of propane cannons to deter birds from runways. These management and research efforts have successfully reduced the number of gulls and other birds flying over JFK, significantly decreasing the risk of bird strikes to aircraft.

The gull shooting program was implemented in 1991 to reduce strikes with aircraft. It remains an integral part of the JFKIA wildlife hazards management program, and a brief discussion of the evolution of the project is warranted. Laughing gulls began nesting immediately adjacent to JFKIA in Jamaica Bay Wildlife Refuge (JBWR), Gateway National Recreation Area, National Park Service (NPS) in 1979. The initial colony of 15 nests had grown to about 7,600 nests by 1990. The increasing safety hazards to aircraft caused by these gulls were significant. Although PANYNJ has implemented various management actions to discourage laughing gulls and other wildlife from feeding or loafing on the airport these actions have not prevented the laughing gulls from flying over the airport on daily foraging trips.

An international panel of ornithologists selected by the NPS assessed the bird strike problem in 1989 and concluded among other recommendations that "it is self evident that the laughing gull colony in its present location presents an unacceptable hazard to aircraft operations at JFK." Because the colony is located on NPS land, PANYNJ is unable to implement management actions at the colony to reduce the colony size without agreement and permission from the NPS. The NPS, whose primary mission is to protect native wildlife within the boundaries of their properties, has been reluctant to agree to such control. In 1990, the NPS agreed to an egg oiling program in which a 29% reduction in nesting success was achieved at a cost of over $240,000 to PANYNJ. This egg oiling did not significantly reduce bird strikes to aircraft. The consensus among NPS and WS biologists was that oiling would have to be repeated for many

years to appreciably affect the colony size because gulls are long-lived species with naturally low reproductive rates.

With these facts in mind, WS proposed an alternative, experimental gull control program for 1991 that was conducted by WS personnel entirely on PANYNJ land at JFKIA. The program was an enhancement of bird control activities already carried out by PANYNJ. The program included intensified shotgun patrols along the bay runways adjacent to Jamaica Bay and shooting laughing gulls and other gulls that flew over the airport when they were creating or about to create a hazard to aircraft. All functions and procedures associated with this shooting were done in accordance with authority granted under permit by the United States Fish and Wildlife Service and the New York State Department of Environmental Conservation. All shooting was with steel shot by trained WS Biologists in designated locations and situations to assure no safety hazards to aircraft, equipment or airport personnel. That first year, shooting was conducted by 2-5 people on 62 days, primarily in early morning and evening, from 20 May-8 August. All training, monitoring of data collection, and data analysis were performed by WS personnel. PANYNJ provided transportation on the airport, temporary office space and logistical support.

The shooting resulted in a 68% reduction in laughing gull strikes and a 92% reduction in other gull strikes during summer 1991 compared to the baseline years 1988-1990 at a cost of $80,000 to PANYNJ. No non-target gulls or other wildlife species populations were affected. WS repeated this program in 1992-2005 with three additions. First, based on the results of the experimental shooting program in 1991, an environmental assessment (EA) was written in March 1992 to document the reasons for the course of action being taken and the probable impact that the shooting program would have on local and regional gull populations. The EA resulted in a Finding of No Significant Impact for the shooting program, but also concluded that a preferred long-term solution to the laughing gull problems at JFKIA was to relocate the colony from JBWR. Thus, the shooting program was considered an interim means of reducing the hazard until agreement could be reached with the NPS and other agencies regarding an integrated program of gull management for JBWR, JFKIA, and other nearby areas where gulls congregate. Second, the process for writing an Environmental Impact Statement (EIS) to deal with the long term integrated gull management program was begun in autumn 1992 and completed in spring 1994. Third, a census using aerial photography was made of the laughing gull nesting colony at JBWR in June 1992-2005 to monitor the number of nests.

The shooting program to reduce gull collisions with aircraft has been conducted from May-August 1991-2005 in which 2-5 people stationed on airport boundaries shot gulls flying over the airport. In 16,252 staff-hours of shooting, 86,630 gulls were killed (2,263-14,866/year), comprised of 75,898 laughing gulls and 10,752 other gulls. The number of aircraft striking laughing gulls was reduced by 62% in 1991 and 76-99% annually in 1992-2005, compared with the mean of 157 strikes/year for 1988-1990. The number of strikes by the 3 other gull species was reduced by 48-84% annually over the same time period. The laughing gull colony in Jamaica Bay, which increased from 15 to 7,629 nests from 1979-1990, has declined by 60% over the past 15 years to 3,087 nests in 2005. Wildlife Services' long-term proposed solution to minimize gull-aircraft collisions is to relocate the nesting colony away from JFKIA. In the interim, a seasonal

gull shooting program should continue at JFKIA with a goal to maintain the laughing gull colony at less than 3,000 nests and to discourage laughing gulls and other gull species from frequenting the airport. As a result of the shooting program the overall number of strikes (all species of birds) at JFKIA has declined from a mean of 302/year in 1988-1990 to a mean of 112/year in 1991-2005. As a consequence, the proportion of strikes caused by non-gull species has increased from 14% (1988-1990) to 63% (1999-2005). In 1994, WS submitted the Final Environmental Impact Statement Gull Hazard Reduction Program (FEIS) for which USDA, APHIS, WS was the lead agency. The FEIS recommended an integrated management program including a continuation of the shooting program, which has come to be known as the Gull Hazard Reduction Program, as long as the colony is in its present location and continues to pose a risk to aviation. The Gull Hazard Reduction Program, demonstrated to be environmentally safe, is the only program that has been effective in reducing strikes. One must consider the consequences if this proven shooting program was discontinued and a serious bird strike occurred while the colony was still present next to JFKIA. Also, one must consider the large population of laughing gulls along the Atlantic coast and the documented immigration of gulls into the Jamaica Bay colony. Discontinuing the shooting program after 2005 would allow the colony to rapidly increase in size again, further increasing the danger to aircraft and making any planned colony relocation or other integrated management actions more difficult for 2006 and beyond. WS proposes that PANYNJ continue to work cooperatively with WS to develop and implement an integrated management and research program to minimize strikes by gulls and other bird species. The current agreement expires on December 31, 2005.

Program Proposal (2006-2008): Under the proposed agreement, WS would continue the consulting services and Gull Hazard Reduction Program for an additional three years with the potential for two one-year option periods, if requested. WS will also write a supplement to the FEIS, which is required to comply with the National Environmental Policy Act (NEPA). The JFK Bird Hazard Task Force has recommended that research be conducted during the next few years including 1) better documenting the local Canada goose population and its movements within a 5-mile radius of the airport; 2) possible off-airport bird attractants within a 5-mile radius of the airport as mandated by FAA (FAA Advisory Circular 150/5200-33A); 3) conduct additional analysis and evaluation of the JFKIA falconry program. WS will assist the airport in addressing these issues through research projects, reports, meetings, and operational and technical assistance. WS will conduct the operational work and WS, National Wildlife Research Center will conduct studies with assistance of WS operations and PANYNJ.

Program Outline:

- **Gull Hazard Reduction Program:** The Gull Hazard Reduction Program will follow procedures developed in 1991-2005 that have proven to be safe, efficient and effective (Washburn et al. 2005b). All shooting follows WS and PANYNJ procedures and is conducted by WS Biologists who are trained in identifying and ageing laughing, herring, ring-billed, and great black-backed gulls. The shooting schedule will continue to be from mid-May through mid- to late August, and may be modified in response to changes in gull behavior. One WS Biologist will have oversight on this project for the

duration of the project and 1-5 Biologists will be rotated in 1- to 2-week assignments. Shooting will be conducted generally 5 days/week for 6-8 hrs/day. PANYNJ will provide transportation and escort within the Security Identification Display Area to drop off and pick up shooters, as well as provide temporary work space for gun cleaning, equipment storage and record keeping. Shooters will work either alone or in pairs at various locations where laughing gull activity and hazard to aircraft are deemed the greatest. The maximum number of shooters will be 6, and will vary with gull activity levels. All shot gulls will be retrieved when possible. At the end of each shooting session, all gulls will be checked for leg bands and will be counted by species and age class within species. A sample of gulls, including all banded gulls, will be frozen for later necropsy to determine sex, weight, and reproductive status. The number of shots taken, total staff hours of shooting and the number of gulls not retrieved (but mortally wounded) by species will also be recorded for each shooting location. Gulls not frozen for autopsy or donation to a museum will be buried on the airport in a pit excavated by PANYNJ.

Consulting: To complement and supplement the work of the PANYNJ Wildlife Biologist, the WS New York State Office and NWRC will provide staff and expertise to respond to requests for technical assistance in resolving ongoing wildlife issues involving gulls and other wildlife hazards as requested by the Director of Aviation. These activities may include, but are not limited to:

- Assistance with annual review of JFK's WHMP required by FAR 139.337.
- Create a supplement to the FEIS Gull Hazard Reduction Program to comply with the National Environmental Policy Act (NEPA). The FEIS was written in 1994 and should be updated as needed or at least every 10 years.
- Attend the JFK Bird Hazard Task Force meetings and provide technical, research and operational assistance at the request and on behalf of PANYNJ and at other meetings as needed.
- Provide testimony at meetings and hearings as necessary and as authorized through WS procedures relative to wildlife conflicts with aviation.
- Attend conferences and trainings to present results of JFKIA-related studies.
- Provide biannual bird identification and wildlife hazard management workshop(s) to PANYNJ employees as required by the FAA and the New York State Department of Environmental Conservation.
- Assist PANYNJ with media inquiries related to bird and mammal strikes and wildlife management at JFKIA.

Monitoring, Reporting and Research: During the life of this agreement, WS Wildlife Biologists and Research Scientists will collaborate with PANYNJ on various monitoring, reporting and research projects to assist PANYNJ in reducing wildlife hazards at JFKIA. These studies and projects will be based on a request for assistance by PANYNJ to WS and will require the prior approval of the PANYNJ Wildlife Biologist. They will focus on answering questions critical to updating, refining and implementing the WHMP at JFKIA and improving current operational wildlife management programs at the airport. Drafts for annual reports will be completed by December of each year and final reports by the following 31 January. Recommendations will be included in all reports for future work to

reduce wildlife hazards on the airport. These monitoring, reporting and research projects will include but are not limited to:

- Conducting the annual aerial photography survey of the laughing gull colony in Joco, Silver Hole, and East High Meadow marshes during the week of 4 June each year. Nests will be counted from aerial photographs as in 1992-2005 to provide an estimate of the population at the peak of egg incubation (Washburn et al. 2005a). The annual report for the laughing gull nesting survey will be compared with estimates from the previous year's report and discussed in relation to the number of laughing gulls removed by the Gull Hazard Reduction Program.
- The annual report for the Gull Hazard Reduction Program will include a summary of total gulls shot classified by species, age, sex, date, location, and time of day. The number of birds struck by aircraft will be compared with numbers from previous years to determine if shooting has had an effect on bird strikes.
- Preliminary data summaries regarding birds shot, bird-aircraft strikes and nest counts will be provided to PANYNJ and the New York State Department of Environmental Conservation every two weeks during the Gull Hazard Reduction Program.
- Evaluation of current operations, management strategies, and operational wildlife control plans, including the Gull Hazard Reduction Program (Washburn et al. 2005b) and the Falconry Program.
- Research Canada goose and other bird movements across the airport and within a 5-mile radius of the airport.
- Research methods to manage insect populations and to deter wildlife, reduce or eliminate attractants, and/or decrease erosion in the Aircraft Operations Area.
- Continue long term, bi-annual survey of eastern cottontail and black-tailed jackrabbit populations at JFKIA.
- Design and implement research projects as proposed by the JFK Bird Hazard Task Force in accordance with PANYNJ priorities and resource availability.

Washburn, B.E., R.A. Dolbeer, and G.E. Bernhardt. 2005a. Laughing gull nest population in Jamaica Bay, New York, 1992-2005. Special Report for the Port Authority of New York and New Jersey, John F. Kennedy International Airport by USDA, Wildlife Services, National Wildlife Research Center, Sandusky, OH. 19pp.

Washburn, B.E., R.A. Dolbeer, R. B. Chipman and Allen L. Gosser. 2005b. Shooting gulls to reduce strikes with aircraft at John F. Kennedy International Airport, 1991-2005. Special Report for the Port Authority of New York and New Jersey, John F. Kennedy International Airport by USDA, Wildlife Services, National Wildlife Research Center, Sandusky, OH. 39pp.

FINANCIAL PLAN

Outlined below are the estimated annual costs for the program in 2006 through 2008.

Breakdown of Estimated Expenditures by Year

2006	$344,500 (includes $79,500 for FEIS supplement)
2007	$272,950
2008	$281,139
2009	$289,573
2010	$298,261
Estimated Total:	$1,486,423

2006 Program Year

Shooting Program to Reduce Strikes

Personnel Costs	$102,131
Travel	$43,460
Supplies and Equipment	$36,941
Data Management/Analysis, Reports and Program Support	$34,768
TOTAL	$217,300

Consulting

Personnel Costs	$9,964
Travel	$4,240
Supplies and Equipment	$3,604
For FEIS Supplement	$79,500
Data Management/Analysis, Reports and Program Support	$3,392
TOTAL	$100,700

Monitoring and Research:

Personnel Costs	$12,455
Travel	$5,300
Supplies and Equipment	$4,505
Data Management/Analysis, Reports and Program Support	$4,240
TOTAL	$26,500

ESTIMATED GRAND TOTAL **$344,500**

Note: This budget reflects our best estimate of annual costs associated with "a cooperative three-year integrated wildlife hazard management and research program to reduce wildlife hazards at John F. Kennedy International Airport 2006-2008." Spending in the various categories throughout the document may vary but will not exceed $1,486,423.00 over five years.

Financial Points of Contact

PANYNJ: Laura Francoeur, Airport Biologist (718) 244-3773

APHIS, WS: David Vail, Budget Analyst (518) 477-4837

| Confirmation # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration # | Engine Make | Precipitation | Phase of Flight | Arr/Dep | EWR or TWY | Location | Effect on Flight | Height | Height Range | ON or OFF Airport | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Engine Damaged | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strike | Wing/Rotor Strike | Fuselage Strike | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Conditions | Sees 1 | Sees 2-10 | Sees 11-100 | Strike 1 | Strike 2-10 | Strike 11-100 | Pilot Warned | Memo/Days | AOS | Repair Costs | Other Costs |
|---|---|---

| Confirmed Bird? | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registered Owner | Engine Make | Precipitation | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Height Range | ON or OFF Airport | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Ingested | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strike | Wing/Rotor Strike | Fuselage Strike | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Strike 1 | Strike 2-10 | Strike 11-100 | Pilot Warned | Memo/Data | AOS | Repair Costs | Other Costs |
|---|---|---

Conf# Int'l	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Flt No	Registration #	Engine Make	Precipitation	Phase of Flight	Arr/Dep	FWY or TWY	Location	Effect on Flight	Height	Height Range	ON or OFF Airport	Speed	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Light Damaged	Other Damaged	Other Part	Effect on Flight (Other)	Sky Condition	Sees 1	Sees 2-10	Sees 11-100	Strike 1	Strike 2-10	Strike 11-100	Pilot Warned	Remarks	AOI	Repair Costs	Other Costs
	JFK	05-Oct-08			Unknown Wildlife Species	United												2500	1500 ft+	OFF			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		SHARGE			
	JFK	05-Oct-08	1		Gray Catbird	JetBlue												2200	1500 ft+	OFF			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		ID BY			
	EWR	05-Oct-08			Unidentified Gull Species	Continental													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	EWR	05-Oct-08			Unknown Wildlife Species	VSO													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	JFK	05-Oct-08			American Kestrel	JetBlue	A320	127	N516JB		Rain	Approach	Arr.	31R		None	2000	1500 ft+	OFF	230				1									0	0	0	0	0	0			Overcast	1		0	1	0		ARPT REPORT	49.00		
	JFK	06-Oct-08			Unknown Wildlife Species	JetBlue											1500	301 -	OFF			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		BIRD HIT LWR			
	EWR	06-Oct-08	1	1	Osprey	Continental	B-757-	199	N17328		None	Approach	Arr.	11		None	150	301 -	OFF	140							1					0	1	0	0	0	0			Some	1		1	0	0		ID BY	22		70000
	EWR	06-Oct-08	1	1	Red-eyed Vireo	BAW	B-767-	187	G-BNWV		None	Approach	Arr.			none		Unknown	ON					1									0	0	0	0	0	0			No Cloud			1	0	0		Red-eyed vireo			
	EWR	07-Oct-08			Unknown Wildlife Species	Federal													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	JFK	07-Oct-08		Carcass	House Wren	Unknown													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		ADULT WINTER			
	EWR	08-Oct-08			Unknown Wildlife Species	UCA													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	LGA	08-Oct-08			American Kestrel	American													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	JFK	08-Oct-08		Carcass	American Kestrel	Unknown													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		ADULT			
	JFK	08-Oct-08		Carcass	American Kestrel	Unknown													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		2 ADULT			
	JFK	09-Oct-08		Carcass	American Kestrel	Delta Airlines											0		0 - 300 ft	ON			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0		FOUND			
	EWR	09-Oct-08			Unknown Wildlife Species	Federal													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	LGA	10-Oct-08			Unknown Wildlife Species	US Airways													Unknown	OFF			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	EWR	10-Oct-08			Unknown Wildlife Species	Air Canada													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						0	0	0					
	LGA	10-Oct-08			Herring Gull	Air Canada		701	C-FHON				Dep.	04					Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						1	0	0					
	EWR	11-Oct-08			Herring Gull	Unknown													Unknown	ON			0	0	0	0	0	0					0	0	0	0	0	0						0

| Conform ation # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration # | Engine Make | Precipitation | Phase of Flight | Art/Dep | RWY or TWY | Location | Effect on Flight | Height | Height Range | Over Or Off Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Light Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Remarks/Details | NOS | Repair Costs | Other Costs |
|---|---|---

| Confirmation # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration # | Engine Make | Precipitation | Phase of Flight | Arr/Dep | Rwy or Twy | Location | Effect on Flight | Height | Height Reason | Off or Off Airport | Speed | Extreme Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Ingested | Extreme Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Strike | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Sees 1 | Sees 2-10 | Sees 11-100 | Strike 1 | Strike 2-10 | Strike 11-100 | Pilot Warned | Remarks | AOS | Repair Costs | Other Costs |
|---|---|---

Coll's Incident #	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Flt No	Registration	Engine Make	Precipitation	Phase of Flight	Air/Fwd	SWY or TWY	Location	Effect on Flight	Height	Height Range	ON or OFF Airport	Speed	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Inspected	Radome Damaged	Windshield Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Struck	Wing/Rotor Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight (Other)	Sky Condition	Sees 1	Sees 2-10	Sees 11-100	Struck 1	Struck 2-10	Struck 11-100	Pilot Warned	Remarks	AOS	Repair Costs	Other Costs
	EWR	23-Sep-09			Unknown Wildlife Species	Federal	MD-11	5	N581FE				ARR			None	3000	1500 ft	OFF	210	1							0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	1	0			EVIDENCE OF			
	LGA	24-Sep-09	1		Killdeer	NWA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	24-Sep-09	1		Scarlet Tanager	Air Canada												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			REPT OF			
	EWR	25-Sep-09	1		Mourning Dove	Unknown	Unknown							4R				Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	1	0			F/O REPTD			
	JFK	25-Sep-09	1		Unknown Wildlife Species	JetBlue	EMB-190	1133	N271JB		None	Approach	Arr.	4L	3	None	1000	301 -	OFF	135								0	0	0	0	0	0	0	0		1					0	0	0	0	0	0	0			Overcast	1			1	0	0			STRUCK A BIRD			
	JFK	25-Sep-09			Unknown Wildlife Species	JetBlue												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0						
	LGA	25-Sep-09		Source	Unknown Wildlife Species	Delta Airlines												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	25-Sep-09		USDA	Ring-billed Gull	American		309	N750B					04				Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	25-Sep-09			Unknown Wildlife Species	JetBlue											2000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ON FINAL APCH			
	JFK	25-Sep-09			Unknown Wildlife Species	COM												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			CRJ STRUCK A			
2009-9-	LGA	25-Sep-09			Unknown Wildlife Species	Southwest		426	N430WN				Arr.	31			2500	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			DIS-FIRE MEDIC			
	LGA	26-Sep-09	1		Laughing Gull	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0						
	JFK	28-Sep-09		Carcass	Osprey	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			100' E OF C/L			
	EWR	29-Sep-09			Unknown Wildlife Species	Chautauqua												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	29-Sep-09			Unknown Wildlife Species	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			4'E OF C/L AT			
	JFK	29-Sep-09		Carcass	Barn Owl	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			BANDED 1987-			
	LGA	29-Sep-09	1		Double-crested Cormorant	Delta Airlines	MD-88	1393	910DE		None	Approach	Arr.	22		None	50	0 - 300 ft	ON	140	1							0	1	0	0	0	0	0	0						1	0	0	0	0	0	0	1	RADAR		No Cloud	1			1	0	0			B/RSTRIKE	24.00	500000	
	JFK	30-Sep-09		Carcass	Herring Gull	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			AVENUE			
	LGA	01-Oct-09	1		Gray-cheeked Thrush	Southwest		737	N273WN				Arr.	22			4000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ID BY			
	JFK	02-Oct-09	1		Wood Duck	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			PILOT			
	JFK	02-Oct-09			Unknown Wildlife Species	Delta Airlines												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0						
	LGA	03-Oct-09			Great Black-backed Gull	US Airways		2123	N745V				Arr.	22				Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0						
	LGA	03-Oct-09	0	No	Unknown Wildlife Species	Air Canada		718	C-FDSN				Arr.	22			100	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	04-Oct-09		1	Wood Thrush	US Airways												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	05-Oct-09			American Kestrel	American		9151	N443AA				Arr.	22				Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	05-Oct-09			Unknown Wildlife Species	JetBlue											500	301 -	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			CAUGHT			
	JFK	05-Oct-09		Carcass	Northern Flicker	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			80' W OF C/L			
	LGA	05-Oct-09	1		House Wren	Air Canada												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	05-Oct-09	1		Cedar Waxwing	JetBlue											50	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ID BY			
	JFK	05-Oct-09			Unknown Wildlife Species	American											100	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			NO BIRD			
	EWR	06-Oct-09			Unknown Wildlife Species	BTA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	06-Oct-09		Carcass	Northern Flicker	COM											200	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			FLT 8 MAY BE			
	EWR	07-Oct-09			Unknown Wildlife Species	United												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	07-Oct-09			Unknown Wildlife Species	Federal	1011/A6	N740FD					ARR	22L				Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	07-Oct-09		Carcass	Winter Wren	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			FOUND			
	EWR	08-Oct-09			Unknown Wildlife Species	United												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	08-Oct-09			Unidentified Gull Species	Continental												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	08-Oct-09			Unknown Raptor	Delta Airlines											13	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			BIRD THAT			
	EWR	09-Oct-09			Unknown Wildlife Species	UPS												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	09-Oct-09		Carcass	American Kestrel	JetBlue											0	0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			MX INSPN			
	JFK	09-Oct-09		Carcass	Barn Owl	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			BAND 1907-			
	LGA	09-Oct-09		1	White-throated Sparrow	American												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	10-Oct-09			Unknown Wildlife Species	USA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	11-Oct-09		1	Swamp Sparrow	Delta Airlines											0	0 - 300 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	11-Oct-09		1	Gray Catbird	American												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ID BY			
	LGA	11-Oct-09			Unknown Wildlife Species	American												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	11-Oct-09	1		European Starling	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	12-Oct-09			Unknown Wildlife Species	JetBlue											3000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			DAMAGE AND			
	JFK	13-Oct-09		Carcass	Barn Owl	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			BAND 1907-			
	JFK	14-Oct-09	1	1	Atlantic Brant	British	A318	9	G-EUNB		None	Approach	Arr.	22L		None	300	0 - 300 ft	ON	126	1		1					1	0	0	1	0	0	0			1	1				0	0	0	0	0	0	0			Some	1			1	0	0			ID BY	20.00		
	LGA	15-Oct-09	1	1	Pectoral Sandpiper	American										Prevailing	4000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0						
	JFK	15-Oct-09		Carcass	American Kestrel	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ONE ADULT			
	JFK	16-Oct-09	1	1	Mallard	DFA	B747-400	7585	N409MC		Rain	Approach	Arr.	4L		None	100	0 - 300 ft	ON	150					1			1	0	0	0	0	0	0	0							0	0	0	0	0	0	0			Overcast	1			0	1	0			ID BY			
	JFK	16-Oct-09			Unknown Wildlife Species	JetBlue											3000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			6 NM ON FINAL			
	EWR	17-Oct-09			Unknown Wildlife Species	Continental												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	17-Oct-09			Unknown Wildlife Species	Virgin												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			STRUCK SML			
	JFK	17-Oct-09		Carcass	Merlin	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			AVENUE			
	EWR	18-Oct-09			Unknown Wildlife Species	UCA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	18-Oct-09			Unknown Wildlife Species	JetBlue	A320	758	N635JB		None	Approach	Arr.	4R		None	150	0 - 300 ft	ON	139				1				1	0	0	0	0	0	0	0			1				0	0	0	0	0	0	0			No Cloud		1		0	1	0			APPT DID NTO			
	EWR	19-Oct-09			Unknown Wildlife Species	USA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	19-Oct-09			Unknown Wildlife Species	Continental												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	19-Oct-09	0		Unknown Wildlife Species	Alitran												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			No remains			
2009-10-	LGA	19-Oct-09		Pilot	Unknown Wildlife Species	American		1684	N57AAA				Arr.	22			5000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			Pilot reports			
	JFK	20-Oct-09		Carcass	Wrahna Opossum	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			150 S OF C/L			
	LGA	20-Oct-09	1		European Starling	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	20-Oct-09			Double-crested Cormorant	US Airways												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	21-Oct-09			Unknown Wildlife Species	Chautauqua												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	21-Oct-09			Unknown Wildlife Species	Japan											500	301 -	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			STRUC REPTD			
	LGA	21-Oct-09	0		Unknown Wildlife Species	NWA		514	N318NB				Arr.	22			4000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			No remains			
	JFK	22-Oct-09		Carcass	Barn Owl	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			BAND 1907-			
	JFK	22-Oct-09		Carcass	Great Black-backed Gull	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			TWY M6 ON			
	JFK	22-Oct-09		Carcass	Northern Flicker	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			75' N OF C/L AT			
	LGA	22-Oct-09	1		Unknown Bat	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	LGA	24-Oct-09	0		Unknown Wildlife Species	NWA												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			No remains			
	EWR	25-Oct-09			Unknown Wildlife Species	Continental												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	25-Oct-09	1		American Kestrel	Continental												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	EWR	25-Oct-09			Unknown Wildlife Species	Continental												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	25-Oct-09		Carcass	Herring Gull	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			AVENUE			
	LGA	25-Oct-09	0		Unknown Wildlife Species	Air Canada												Unknown	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			No remains			
	LGA	25-Oct-09	1	1	Rubycrowned Kinglet	JetBlue	A320	382	N732JB		None	Approach	Arr.	31		None	100	0 - 300 ft	ON	160		1						0	0	0	0	0	0	0	0							0	0	0	0	0	0	0			No Cloud				1	0	0			ID BY			
	EWR	26-Oct-09			Unknown Wildlife Species	United												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
	JFK	26-Oct-09			Unknown Wildlife Species	JetBlue	A320	286	N653JB		None	Approach	Arr.	31R	32	None	3000	1500 ft	OFF	160	1							0	0	0	0	0	0	0	0		1					0	0	0	0	0	0	0			No Cloud	1			0	1	0			HAD 2			
	JFK	28-Oct-09		Carcass	American Woodcock	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			100' E OF C/L			
	JFK	28-Oct-09			Unknown Wildlife Species	AVE												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			CREW REPTD			
	JFK	28-Oct-09			Unknown Wildlife Species	JetBlue											500	301 -	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			ON FINAL			
	EWR	28-Oct-09			Unknown Wildlife Species	USA	B-737-	1576	N427US			Approach	Arr.	04R			1100	301 -	OFF	140	1							0	1	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			RADOME WAS			
	LGA	28-Oct-09	0		Unknown Wildlife Species	Alitran		365	N315AT				Arr.	22			2000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			No remains			
2009-10-	LGA	26-Oct-09		1	Dark-eyed Junco	JetBlue		366	N613JB				Arr.	22			1500	301 -	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0			Trash blood			
	LGA	27-Oct-09			Unknown Wildlife Species	United	B-737-	381	N374UA			Climb	DEP.			None	0	1500 ft	OFF					1				1	0	0	0	0	0	0	0			1				0	0	0	0	0	0	0						1	0	0			No bird			
	JFK	27-Oct-09		Carcass	Barn Owl	JetBlue												0 - 300 ft	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			CAPT'S			
	JFK	28-Oct-09			Unknown Wildlife Species	American											350	301 -	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			B'RD			
	JFK	28-Oct-09		Carcass	Herring Gull	Unknown												Unknown	ON									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						1	0	0			2ND WINTER			
	LGA	28-Oct-09	1		American Robin	NWA		518	N314NB				Arr.	4			6000	1500 ft	OFF									0	0	0	0	0	0	0	0							0	0	0	0	0	0	0						0	0	0						
2009-10-	LGA	28-Oct-09			Unknown Wildlife Species	FFT		516	N94MR			

| Confirmati on # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Eh hp | Registrati on # | Engine Make | Precipitati on | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Height Range | Sky Conditi on | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Incurred | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strike | Wing/Rotor Strike | Fuselage Strike | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Data | AOS | Report Costs | Other Costs |
|---|---|---

| Confirmation # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration # | Engine Make | Precipitation | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Injuries | Height Range | ON or OFF Airport | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Injured | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strike | Wing/Rotor Strike | Fuselage Strike | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Remarks | AOS | Repair Costs | Other Costs |
|---|---|---

| Conf Fmsn ID # | Airport | Event Date | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration # | Engine Make | Precipitation | Phase of Flight | Art/Obs | RWY or TWY | Location | Effect on Flight | Height | Height Range | ON or OFF Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Injured | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Remarks | AOS | Repair Costs | Other Costs |
|---|---|---

| Confirmation # | Airport | Event Date | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Equipment # | Engine Make | Precipitation | Phase of Flight | Air/Dev | EWR or TWY | Location | Effect on Flight | Height | Height Range | Sky or Over Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Incurred | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Data | AOS | Repair Costs | Other Costs |
|---|---|---

| Confirmation # | Airport | Incept Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Ac No | Registration | Engine Make | Precipitation | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Incepted | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Sees 1 | Sees 2-10 | Sees 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Data | AOS | Report Cons | Other Costs |
|---|---|---

Cost's num ber #	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Flt No	Registrnt on B	Engine Make	Precipitat ion	Phase of Flight	Arr/Dep	RWY or TWY	Location	Effect on Flight	Height	Height Estim	OK or Off Airport	Speed	Radome Strck	Windshld Strck	Nose Strck	Engine #1 Strck	Engine #2 Strck	Engine #3 Strck	Engine #4 Strck	Propeller Strck	Wing/Tail or Strck	Fuselage Strck	Landing Gear Strck	Tail Strck	Lights Strck	Other Strck	Propeller Damaged	Wing/Tail or Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight (Kicked	Sky Condition	Scen 1	Scen 2-10	Scen 11-100	Struck 1	Struck 2-10	Struck 11-100	Pilot Warned	Mass/Data	AOS	Repair Costs	Other Costs
2014-1-	LGA	27-Jan-14	1		Horned Lark	Shuttle	Embraer	5875	N210JQ	CF34-8E5	None	Unknown	ARR.	22	Unknown	None		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	At 1013.	0	0	0
2014-1-	JFK	28-Jan-14	0		Rock Pigeon	UNKNOWN	UNKNOW			UNKNOW	UNKNOW			TWY				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Carcass found			
2014-1-	JFK	29-Jan-14	1		Snowy Owl	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	DEP.	31L			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Bird struck the	0	0	0
2014-2-4-	EWR	04-Feb-14	1		Horned Lark	(FOD)	de	POE1127	CGLGX	Pratt &	None	Landing	ARR.	04R		None	0	0-100 ft	ON	85	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	1	0	0	1	0	Yes	PER PILOT			
2014-2-4-	JFK	04-Feb-14	0		Unknown Wildlife Species	JETBLUE	A320	JB 9	569JB		None	Take-Off	DEP.	22R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Durina routine			
2014-2-	JFK	08-Feb-14	1		Northern Harrier	Unknown					None	Unknown	RWY	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	American Eagle			
2014-2-	LGA	10-Feb-14	0		Snowy Owl	AMERICAN	CRJ700	3357	512AE	unknown	None	Take-Off	DEP.	04		None		0-100 ft	ON		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	US Airways	0	0	0
2014-2-	LGA	17-Feb-14	1		Ruffleheard	(AWI)US	Airbus	2070	N188US	CFM56-	None	Approach	ARR.	31		None	200	0-300 ft	ON	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	Carcass was			
2014-2-	JFK	21-Feb-14	0		Herring Gull	Unknown					None	Unknown	DEP.	31L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	During routine			
2014-2-	JFK	21-Feb-14	1		Gray Squirrel	Unknown	Unknown	Unknown	Unknown	Unknown	Fog	Unknown	TWY	TWY		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Carcass found			
2014-2-	JFK	23-Feb-14	0		Snowy Owl						None	Unknown	DEP.	22R				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	DELTA ARLINES			
2014-2-	LGA	23-Feb-14	1		Killdeer	DELTA	CRJ700	4962	N723EV		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	LEFT		No Cloud	0	0	0	1	0	0	Yes	DURING WALK	0	0	0
2014-2-	LGA	27-Feb-14	1		Ashes so.	SHUTTLE	E-170	7312	N463RW		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	BIRD CARCASS			
2014-3-1-	LGA	01-Mar-14	1		Ruddy Duck	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	22		None		Not A	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	no answer at			
2014-3-2-	JFK	02-Mar-14	0		Snowy Owl	CHAUTAUQU	ERJ135	2971			None	Take-Off	DEP.	31L				0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Unknown		No Cloud	1	0	0	1	0	0	Yes	Pilot advised			
2014-3-4-	EWR	04-Mar-14	1		Snowy Owl	(UAL)	Boeing	1651	N39297	CFM6	None	Take-Off	DEP.	04L		None	0	0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	NO REPORT FILE			
2014-3-6-	LGA	06-Mar-14	1		Lesser Scaup	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Carcass found			
2014-3-7-	JFK	07-Mar-14	0		Snowy Owl						None	Unknown	RWY	31L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NO		No Cloud	1	0	0	1	0	0	N/A	Sample was	0	0	0
2014-3-8-	LGA	08-Mar-14	1		Red-tailed Hawk	Unknown					None	Unknown	RWY	13		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Deceased bird	0	0	0
2014-3-8-	EWR	08-Mar-14	1		Rock Pigeon						None	Take-Off	DEP.	22R		None	0	0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Strike not			
2014-4-4-	JFK	03-Mar-14	0		Unknown Wildlife Species	(DAL) Delta	B757	182	N727TW	PW2037	None	Landing	ARR.	31L		None		0-300 ft	ON		0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	2035 - JFKATC	0	0	0
2014-1-	JFK	11-Mar-14	1		Unknown Wildlife Species	United	737-700	637	N510UA	PW 2000	None	Approach	ARR.	22L		None	70 ft	0-300 ft	ON	128 knots	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	PILOT			
2014-3-	JFK	12-Mar-14	0		Canada Goose	LAN	787	0532	CC-BBE		None	Approach	ARR.	04R		None		Unknown	OFF		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	Right		Some	0	0	0	1	0	0	Yes	First officer	0	0	0
2014-3-	LGA	12-Mar-14	1		American Robin	United	A320	707	n452ua	V2500SE	None	Unknown	ARR.	22	unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Carcass			
2014-2-	JFK	13-Mar-14	1		American Woodcock							Unknown	DEP.	04L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Bird was found			
2014-3-	EWR	14-Mar-14	1		American Woodcock	Unknown	Unknown	Unknown	Unknown	Unknown	None	Taxi	TWY	TWY		None		0-100 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Carcass found			
2014-3-	LGA	18-Mar-14	1		Canvasback	Unknown	Unknown	Unknown	Unknown		None	Unknown	DEP.	13		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Strike was			
2014-3-	LGA	18-Mar-14	0		Unknown Wildlife Species	American	CRJ700	3357	510DC		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Carcass			
2014-3-	JFK	19-Mar-14	0		Snowy Owl	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	04L		None	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			US EAGLE 4							Yes	US EAGLE 4			
FOUND	LGA	19-Mar-14	0		Unknown Bird	US Airways	EMB-190	3149				Approach	ARR.	04		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	Part not		Overcast	0	0	0	1	0	0	Yes	While doing a			
2014-3-	JFK	19-Mar-14	0		Northern Harrier	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	The Flight			
2014-3-	JFK	19-Mar-14	1		Peregrine Falcon	Delta Air	Boeing /	356	N3763Y		None	Unknown	RWY	31L		Aircraft		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Flap		No Cloud	0	0	0	1	0	0	Yes	Delta of a			
2014-3-	EWR	20-Mar-14	1		European Starling	unknown	unknown	unknown	unknown	unknown	None	Unknown	TWY	TWY		None	Unknown	Unknown	ON	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	birdstrike on			
2014-	JFK	22-Mar-14	0		Unknown Wildlife Species	(CPA)	777-	C0846	B-KQI			Approach	ARR.	31R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Flight crew			
2014-3-	EWR	23-Mar-14	1		Red-tailed Hawk	United	757-200	UAL69	N19330	RB-211-	None	Descent	ARR.	04R		None	40	0-300 ft	ON	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	3 carcass found			
2014-3-	JFK	24-Mar-14	1		American Woodcock	El Al	777	007	4XECB	Rolls	None	Approach	RWY	22L		None	100	0-300 ft	ON	145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	No	NO BIT			
FOUND	EWR	25-Mar-14	1		Ring-billed Gull	UPS Airlines	B-757-	9701	N458UP		None	Approach	ARR.	22L		None	500	301 -	OFF	115	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0										Yes	A/C WAS S			
FOUND	EWR	26-Mar-14	0		Unknown Wildlife Species	Wizzair	C-208	7302	N909FE			Approach	ARR.	29	3 miles	None	1700	1500 ft	OFF		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	No	MISSIGBIE	4	5831.00	
FOUND	EWR	27-Mar-14	0		Unknown Wildlife Species	W Wizzair	C-208		N909FE		None	Approach	ARR.	29		None	15000	1500 ft	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	N/A	A C BIT			
	EWR	28-Mar-14	1		Ring-billed Gull	JETBLUE			N583JB		Rain	Landing	ARR.	22L	0	None	0	0-300 ft	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	Carcass found			
2014-3-	JFK	30-Mar-14	1		Rock Pigeon						None		TWY	TWY		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	Found carcass			
2014-3-	EWR	30-Mar-14	1		Snowy Owl	Unknown	Unknown	Unknown	Unknown		None	Unknown	DEP.	04L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes				
2014-4-2-	LGA	01-Apr-14	1		Nighttar so.	SOUTHWEST	B737	41	N463WN			Approach	ARR.	22		None	1000	301 -	OFF	160	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Captain Sean	0	0	0
2014-4-1-	LGA	01-Apr-14	1		American Robin	American	EMB 135	5616	N823AE	AE3007	None	Unknown	ARR.	22	Unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Reported by			
2014-4-1-	EWR	01-Apr-14	0		Unknown Wildlife Species	US Airways	A-321	1976	N379UW	IAE		Approach	ARR.	22L		None	4000	1500 ft	OFF	230	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0										Yes	birdstrike on			
2014-4-2-	LGA	01-Apr-14	1		American Robin	SOUTHWEST	B737	559	N7293W			Approach	ARR.	22		None	3000	1500 ft	OFF	210	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Shuttle	0	0	0
2014-2-	LGA	01-Apr-14	1		Fox Sparrow	Shuttle	EMB 170	5956	N104JQ	CF34-8E5	None	Unknown	ARR.	22	Unknown	None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes				
2014-1-1-	EWR	01-Apr-14	1		Dark-eyed Junco	DELTA	EMB170	7331	N860RW			Approach	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	REPTD			
FOUND	JFK	02-Apr-14	0		Unknown Wildlife Species	JetBlue	A-320	184				Approach	ARR.	13L	3 miles	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Part not		Some	1	0	0	1	0	0	Yes	No bird struck	33		
2014-4-4-	EWR	03-Apr-14	1		Long-tailed Duck	(FDX)	Boeing	468	N263WN	CFM56-7	None	Approach	ARR.	29	20 NM	None	1000	1500 ft	OFF	190	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	0	1	0	Yes	Captain	0	0	200
2014-4-4-	LGA	04-Apr-14	0		Unknown Wildlife Species	South West	737-700	8503	N7293W	CFM56	Rain	Approach	ARR.	04		None	100	0-300 ft	ON	118	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Unreported			
2014-4-4-	JFK	04-Apr-14	1		Northern Flicker	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	UNKNOW	Unknown	TWY	TWY		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes				
2014-4-4-	LGA	05-Apr-14	1		Yellow-bellied Sapsucker	Saint Airlines	A320	630				Approach	ARR.	22		None	3000	1500 ft	OFF		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Aircraft arrived	0	0	0
2014-4-6-	EWR	06-Apr-14	1		Unknown Passerine	UNITED	Boeing	3353	N66058	CFM56-7	None	Approach	ARR.	22L	Paterson.	None	4000	1500 ft	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	American Eagle	0	0	0
2014-6-1-	LGA	09-Apr-14	1		Horned Lark	American	E170	3786	N304AE	Rolls	None	Approach	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Canada	0	0	0
2014-	LGA	10-Apr-14	1		American Robin	Air Canada	E175	7462	C-FEJI		None	En-Route	ARR.	22			10000	1500 ft	OFF	350	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Mechanic			
2014-	EWR	10-Apr-14	1		White-headed Gull (Larus sp.)	(UAL)	A319-131	UA1416	851UA	V2500SE	None	Approach	ARR.	29		None	800	301 -	OFF	160	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Not reported to			
2014-	EWR	10-Apr-14	0		Unknown Wildlife Species	Commutair	Dirt	3592	N379PK	PW123	None	Approach	ARR.	29		None	3000	1500 ft	OFF	160	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	At 2350 SL	0	0	0
2014-	EWR	10-Apr-14	1		Hermit Thrush	UNITED	Airbus	612	N431UA		None	Unknown	ARR.	22L		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Strike was	0	0	0
2014-	EWR	31-Apr-14	1		Hermit Thrush	UNITED	Airbus	6492	N418UA		None	Approach	ARR.	22L		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	UAL OPS	0	0	0
2014-	LGA	31-Apr-14	1		Red-winged Blackbird	United	737	1421	N36230		None	Unknown	ARR.	04		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	0	1	0	Yes	KEWR 1503512			
2014-	EWR	15-Apr-14	1		White-throated Sparrow	United	B737	1246	N76508	CFM56	None	Unknown	ARR.	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Aircraft			
2014-	EWR	15-Apr-14	0		Unknown Wildlife Species	United	Embraer	5616	11163N		Rain	Unknown	ARR.	22L		None		Unknown	ON		0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Pilot who			
2014-	EWR	16-Apr-14	0		American Kestrel	Unknown	Unknown	Unknown	Unknown	Unknown		Landing	ARR.	29		Missed		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 ea		No Cloud	1	0	0	1	0	0	Yes	CAPTAIN			
2014-	EWR	19-Apr-14	1		White-throated Sparrow	UNITED	737-800	UA1186	N14222		None	Approach	ARR.	04R	12 MILES	None	3000	1500 ft	OFF	190	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	American Eagle	0	0	0
2014-	LGA	21-Apr-14	1		Blue-gray Gnatcatcher	Envoy Air	CRJ700	2810	N532AE	CF34-	None	Unknown	ARR.	04	Unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	ROCK PIGEON	0	0	0
2014-	LGA	25-Apr-14	0		Rock Pigeon	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	The deceased	0	0	0
2014-	EWR	26-Apr-14	1		Rock Pigeon						None	Taxi	DEP.	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Caution Gerald	0	0	0
2014-	LGA	28-Apr-14	1		Chimney Swift	Delta Airline	EMBRAER	5908	N 203 JQ	CF34-8E5		Unknown	ARR.	31				Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Yes	Unreported			
2014-	JFK	28-Apr-14	0		American Kestrel	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW		Unknown	ARR.	22L				Unknown	ON		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0										Yes	Strike location	0	0	0
2014-	EWR	28-Apr-14	1		Yellow-rumped Warbler	United	Airbus	742	N455UA		None		ARR.	29		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	DAL Operations	0	0	0
2014-	LGA	28-Apr-14	1		Savannah Sparrow	Delta Airlines	737	180	N3736		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Found by			
2014-	LGA	29-Apr-14

Confirmed	Airport	Damn Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Flt No	Registration on #	Engine Make	Precipitation	Phase of Flight	Arr/Dep	RWY or TWY	Location	Effect on Flight	Height	Height Range	ON or OFF Airport	Speed	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Radome Damaged	Windshield Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Struck	Wing/Rotor Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight Other	Sky Condition	Seen 1	Seen 2-10	Seen 11-100	Struck 1	Struck 2-10	Struck 11-100	Pilot Warned	Memo Data	AOD	Report Costs	Other Costs
2014-5-	JFK	10-May-14	1	0	European Starling	JetBlue	Airbus /	314	N3039	IAE /	None	Landing	RWY	22L		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	Pilot reported a			
2014-5-	EWR	31-May-14	0	0	Unknown Wildlife Species	Southwest	737-700	3854	N7726A	CFM	None	Approach	ARR	29		None	200	0-100 ft	ON	130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	1	0	1	0	0	Yes	At 200' short			
2014-5-	LGA	31-May-14	1	1	Gray Catbird	US Airways	A319	3787	N756US			Approach	ARR	22		None	800	101 -	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0				1	0	0	1	0	0	Yes				
2014-5-	LGA	31-May-14	1	1	Blackpoll Warbler	US Airways	A319	3365	N317AW			Approach	ARR	22		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	1	0	0	Yes				
2014-5-	EWR	32-May-14	1	1	Unknown Thrush	UNITED	737-800	1257	N18230		None	Approach	ARR	22L		None	1500	101 -	OFF	160	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	1	0	0	Yes	Flt 1257 from			
2014-5-	LGA	32-May-14	1	1	White-throated Sparrow	Delta Airlines	CRJ-900	3979	N310PQ		None	Unknown	ARR	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	PORT			
2014-5-	EWR	32-May-14	0	0	Unknown Wildlife Species	Sky Regional	EMB 175	7478	C-FEJL	CF34-8E5A		Approach	ARR	29	3NM	None		Unknown	OFF		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	3 NM Final,			
2014-5-	JFK	32-May-14	1	1	Cattle Egret	JETBLUE	A320	1800	E4618		None	Unknown	ARR	13L		Aircraft		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	PER TOWER,			
2014-5-	LGA	32-May-14	1	1	Barn Swallow	American	ERJ-145	3139	N814AE	Rolls	None	Unknown	ARR	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	American Eagle			
2014-5-	LGA	32-May-14	1	1	Unknown Passerine	Saint Airlines	A320	710	N821NK		None	Unknown	ARR	22		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	1	0	0	Yes	undetermined			
2014-5-	EWR	33-May-14	1	1	Swainsons Thrush	United	BAE 145	4667	N31165		None	Approach	ARR	22L		None	3000	1500 ft	OFF	120	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	1	0	0	Yes	SNOWY			
2014-5-	EWR	33-May-14	1	1	Yellow Warbler	United	B777-200	49	N76017	GE90	None	Approach	ARR	22L		Unknown	ON	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	United Airlines	None	Unknown	Unknown
2014-5-	EWR	33-May-14	0	0	Swainsons Thrush	UNITED	757-200	1546	N13133		None	Unknown	ARR	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	0130 LCL			
2014-5-	JFK	33-May-14	1	1	Atlantic Brant	UPS	747-300	2152	N412UPS	GE	None	Approach	ARR	13L		None	1500	101 -	OFF		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	1	0	0	1	0	Yes	Flight crew left			
2014-5-	LGA	33-May-14	1	1	Ovenbird	Envoy (ENY)	CRJ-700	3734	N532EA		None	Approach	ARR	22		None	See	Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	Right Flap	No Cloud	0	0	0	1	0	0	Yes	Pilot did not			
2014-5-	EWR	33-May-14	0	0	Unknown Wildlife Species	Fedex	A300	1931	662FE	CF-6		Climb	DEP	22L		None	1000	1500 ft	OFF	250	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Not reported to			
2014-5-	EWR	33-May-14	0	0	Unknown Wildlife Species	American	MD-82	244	N14EAA	JT8D-219	None	Approach	ARR	22L		None	5000	1500 ft	OFF	250	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Not reported to			
2014-5-	LGA	35-May-14	1	1	Unknown Wildlife Species	American	Embraer	3384	N832AE	Rolls	Rain	Unknown	ARR	04		None		Not A	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	Port Authority	0		0
2014-5-	EWR	35-May-14	0	0	Unknown Wildlife Species	Sky Regional	EMB 175	7479	C-FEJD	CF34-8E5A		Unknown	ARR	22L		None		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	Yes	evidence of			
2014-5-	EWR	35-May-14	1	1	Unknown Passerine	UNITED	A319	320	N848UA		None	Approach	ARR	22L		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	STRIKE			
2014-5-	EWR	35-May-14	1	1	Swainsons Thrush	UNITED	B737-200	1117	N14110		None	Approach	ARR	04R		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	STRIKE			
FOUND	EWR	20-May-14	0	0	Unknown Bird	Express Jet	EMB-145	8237			None	Approach	RWY	29		None	40	0-100 ft	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	BIRDSTRIKE ON			
2014-5-	LGA	20-May-14	1	1	Swainsons Thrush	United	B737-200	219	N562UA		None	Unknown	ARR	31		None		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Out			0	0	0	0	1	0	Yes	3 small impact			
2014-5-	EWR	20-May-14	0	0	Unknown Wildlife Species	Southwest	B737-700	3562	N933WN	CFM-56	None	Approach	ARR	22L	20 miles	None	6000	1500 ft	OFF	240	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Flight was from			
2014-5-	EWR	21-May-14	1	1	Magnolia Warbler	UNITED	737-400	1490	N77261		None	Unknown	ARR	22L		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	FOUND AND			
2014-5-	JFK	21-May-14	1	1	Blackpoll Warbler	JetBlue	A320	524	N705JB		None	Approach	ARR	31R	On	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	0	1	0	Yes	No damage			
2014-5-	LGA	21-May-14	1	1	Unknown Wildlife Species	Delta Airlines	Embraer	5899	N231SO			Unknown	ARR	31				Not A	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Port			
2014-5-	EWR	21-May-14	1	1	Mourning Dove	United	Q200	4779	N375PH	PW123		Unknown	ARR	29		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	Yes	Pilot noticed			
2014-5-	LGA	21-May-14	0	0	Unknown Wildlife Species	Southwest	B737-800	3411	N8323C	CFM	None	Unknown	ARR	22		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Arrived at LGA			
2014-5-	LGA	22-May-14	1	1	Yellow Warbler	US Airways	A321	2070	N576UW		Rain	Approach	ARR	22		None	480	101 -	OFF	140	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	CO-PILOT MR.			
2014-5-	LGA	22-May-14	1	1	Swainsons Thrush	Shuttle	EMB 175	5972	N231XJ			Unknown	ARR	22				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				1	0	0	1	0	0	Yes	ABSOLUTELY			
2014-5-	JFK	23-May-14	1	1	Ruby-throated Hummingbird	American	737-800	84	N918NN	CFM56-	None	Approach	ARR	22L		None		Unknown	ON	Unknown	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	AA84 arrived			
2014-5-	JFK	24-May-14	1	1	Red-winged Blackbird	JetBlue	Embraer/	JBU1191	N353JB	GE CF34-	None	Take-Off	DEP	04L		Precautio		0-100 ft	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Aircraft hit a			
2014-5-	LGA	24-May-14	1	1	Red-eyed Vireo	United	A320	672	N439UA			Unknown	ARR	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	TWO PILOT			
2014-5-	JFK	26-May-14	1	1	Magnolia Warbler	US Airways	A321	632	N563UW	V2500	None	Unknown	ARR	31R		None	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	US632 landed			
2014-5-	JFK	26-May-14	0	0	Osprey	Unknown	Unknown	Unknown	Unknown	Unknown		Unknown	RWY	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	1	0	0	Yes	Osprey was			
2014-5-	JFK	26-May-14	1	1	Tree Swallow	JetBlue	Embraer/	5585	N353JB	GE CF34-	None	Approach	RWY	22L		None	1700	1500 ft	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	The pilot TU			
2014-5-	LGA	28-May-14	1	1	Swainsons Thrush	Southwest	Boeing	815	N7705A	CFM-56	None	Unknown	ARR	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	5	0	0	1	0	0	Yes	Southwest			
2014-5-	LGA	26-May-14	1	1	Cedar Waxwing	Delta Airlines	A319	1311	N335NB		None	Approach	ARR	22	5 miles	None	4000	1500 ft	OFF	250	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	PILOT			
2014-5-	LGA	26-May-14	1	1	Black-crowned Night Heron	United	A319	628	N833UA		None	Approach	ARR	22		None	30	0-100 ft	ON	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	United CAPT			
2014-5-	LGA	27-May-14	1	1	Cedar Waxwing	AMERICAN	CRJ700	ENY1407	N528EG	NA	None	Unknown	ARR	22	CMH	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	NO DAMAGE	0	0	0
2014-9-5	JFK	28-May-14	0	0	Unknown Wildlife Species	Cathay	B777-	CX846	B-KPB			Approach	ARR	04R		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	1	0	0	Yes	Suspected			
2014-5-	LGA	28-May-14	1	1	Rock Pigeon	ENVOY	ERJ-145	3399	N437AE		None	Approach	ARR	04		None	35	0-100 ft	ON	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	STRUCK	Some	0	0	0	1	0	0	Yes	ON SHORT	0	0	0
2014-5-	LGA	28-May-14	0	0	Unknown Wildlife Species	Southwest	B737-700	41	N39WN	CFM56-	None	Approach	ARR	04	3 miles	None	1000	101 -	OFF	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Captain was			
2014-5-	JFK	29-May-14	1	1	American Robin	JetBlue	Embraer/	2601	N375JB	GE / CF34	None	Approach	RWY	22L		None		0-100 ft	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Captain Jeff			
2014-5-	LGA	30-May-14	1	1	Unknown Passerine	Express Jet	CRJ-700	5198	N737FV		None	Approach	ARR	22		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	PORT,			
2014-5-	LGA	30-May-14	1	1	Chimney Swift	AMERICAN	CRJ-700	3337	N531EG		None	Approach	ARR	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	PORT			
2014-5-	EWR	31-May-14	1	1	Red-eyed Vireo	United	B737	116	37277	CFM 56	None	Approach	ARR	04R				Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	0	1	0	Yes	Pilot reported			
FOUND	EWR	31-May-14	0	0	Unknown Bird	United	B-757-	81				Climb	DEP	04L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Part not		0	0	0	1	0	0	Yes	NO ADVICE			
2014-5-	JFK	01-Jun-14	1	1	European Starling	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	DEP	31R				Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes				
2014-5-	JFK	04-Jun-14	0	0	Unknown Wildlife Species	(FEWI) EVA	777-	32	B-16717	GE90	None	Unknown	ARR	22L	Unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Wildlife strike			
2014-5-	EWR	04-Jun-14	1	1	Acadian Flycatcher	JetBlue (JBU)	A320	428	N587JB		None	Landing	ARR	22L		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes				
2014-6-	JFK	06-Jun-14	1	1	Gray Catbird	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During a			
2014-6-	JFK	06-Jun-14	1	1	European Starling	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During a			
2014-6-	JFK	06-Jun-14	1	1	House Sparrow	Unknown	Unknown	Unknown	Unknown	Unknown	None		RWY	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	RWY 4R was			
2014-6-	JFK	07-Jun-14	0	0	Unknown Wildlife Species	Chautauqua	ERJ145	6133	N261SK	AE3007A	None	Landing	ARR	22R		None		Not A	OFF	140	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	0	0	0	Yes	1343 JFK ATCT			
2014-6-	LGA	07-Jun-14	1	1	Chimney Swift	(UAL)	A320-232	664	N448UA	TURBO	None	Approach	ARR	04		None	150	0-100 ft	OFF	160	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	At 1525,	0	0	0
2014-6-	LGA	08-Jun-14	1	1	Black-crowned Night Heron	UAL	EMJ 135	4314	N32142	AE 3007	None	Approach	ARR	22		None	1000	101 -	OFF	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Captain Steven	0	0	0
2014-6-	LGA	08-Jun-14	1	1	Chimney Swift	Delta	ERJ 175	835	N216JQ	CF34-8E5	None	Unknown	ARR	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Captains	0	0	0
2014-6-	LGA	09-Jun-14	0	0	Unknown Wildlife Species	(AAL)	Boeing	1073	Nose 10G	CFM/56	Rain	Climb	RWY	13	En Route	None	400	101 -	OFF	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	ATCT that	0	0	0
2014-6-	LGA	09-Jun-14	1	0	Black-crowned Night Heron	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	None	Unknown	DEP	13		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(UNK)	No Cloud	1	0	0	1	0	0	No	During a	0	0	0
2014-6-	JFK	10-Jun-14	1	1	Laughing Gull	ANA	Boeing/7	ANA10	JA735A	GE90-	None	Approach	ARR	04R		None	100	0-100 ft	ON	150	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	1033 JFK ATCT			
2014-6-	JFK	10-Jun-14	1	1	European Starling	Caribbean	738-BOEI	B96515	JMC		None	Take-Off	DEP	22R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	0	0	0	1	0	0	Yes	Strike occurred			
2014-6-	LGA	13-Jun-14	1

Confirmation #	Airport	Event Time	Remains Collected	Remains Sent	Species	Center	Aircraft Make	Model	Registration #	Engine Make	Precipitation	Phase of Flight	Airport	Radome Strike	Windshield Strike	Nose Strike	Engine #1 Strike	Engine #2 Strike	Engine #3 Strike	Engine #4 Strike	Interacted	Radome Damaged	Windshield Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Strike	Wing/Rotor Strike	Fuselage Strike	Landing Gear Strike	Tail Strike	Lights Strike	Other Strike	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight	Sky Conditions	Sees 1	Sees 2-10	Sees 11-100	Strike 1-10	Strike 11-100	Pilot Warned	Mass Ind	AOS	Agency Comm	Other Comm
2014-7-	JFK	25-Jul-14	1		Barn Swallow	American	Boeing	95	N614AA	GE		None	Approach	ARR	31b			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	JFK Operations			
2014-7-	LGA	26-Jul-14	1	0	Herring Gull	UNKNOWN	UNKNOW	UNKNOW	UNKNOW			None	Approach	ARR	22					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	N/A	HERRING GULL			
2014-7-	LGA	26-Jul-14	1	0	Barn Swallow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	ARR	13			None	Unknown	Unknown	ON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Airport	0	0	0	
2014-7-	LGA	27-Jul-14	1		Mourning Dove	American	Em 140	2301	N811AE			None	Unknown	ARR	22					Unknown	ON		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Out-bound crew	0	0	0	
2014-7-	LGA	28-Jul-14	1		Semipalmated Sandpiper	UNITED	A320	453	N484UA			None		ARR	31			None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	N/A	East, Dean.			
2014-7-13	LGA	29-Jul-14	1		Killdeer	express jet	CRJ-700	5180	N722EV	CF34		None	Unknown	ARR	22			None	Unknown	Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes		0		0	
2014-7-	JFK	29-Jul-14	1	0	Brown-headed Cowbird	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW			Unknown	DEP.	31					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	Yes	UNREPORTED			
2014-7-	JFK	30-Jul-14	1	0	Barn Swallow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	ARR	22b			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Carcass found			
2014-8-1	JFK	01-Aug-14	1		Black-crowned Night Heron	JETBLUE	A320	14	804JB			None	Approach	ARR	31L			None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	SPOKE WITH			
2014-8-3	JFK	02-Aug-14	1	0	Barn Swallow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	RWY	31L			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During a			
2014-8-2	JFK	02-Aug-14	1		Semipalmated Sandpiper							None	Climb	DEP.	31L					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Carcass found			
2014-8-3	EWR	03-Aug-14	1		European Starling	UAL	B737-800	2184	N68321	GE-56	Rain	Approach	ARR	04R	2mil	None	1000	301 -	OFF	Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Left of		Overcast	1	0	0	1	0	0	Yes	United Airlines	0		0	
2014-8-3	JFK	03-Aug-14	3	0	Peregrine Falcon	Unknown	Unknown	Unknown	Unknown	Unknown		None		RWY	04R			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	1	0	0	Yes	During a			
2014-8-3	JFK	03-Aug-14	1		Barn Swallow	JetBlue	Airbus	930	N593JB	IAE		None	Landing	ARR	04L			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	JetBlue Flight			
2014-8-3	JFK	03-Aug-14	1	0	Barn Swallow	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW		None	Unknown	DEP.	31L					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Carcass found			
2014-8-3	EWR	03-Aug-14	1		Lesd Sandpiper	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	DEP.	04L			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	1	0	0	0	0	Yes	Upon runway	0	0	0	
2014-8-4	JFK	04-Aug-14	1	0	Barn Swallow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	RWY	04R			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During			
2014-8-4	JFK	04-Aug-14	1	0	Barn Swallow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	RWY	04R			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During			
2014-8-4	JFK	04-Aug-14	1		House Sparrow	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	RWY	04R			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	During			
2014-8-	JFK	06-Aug-14	0	0	Unknown Wildlife Species	TACA	Airbus	321	N583TA	IAE		None	Take-Off	DEP.	31L			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	0	0	0	Yes	Pilot of TACA			
2014-8-6	EWR	06-Aug-14	1		Semipalmated Sandpiper	(FALL) United	B777-200	938	N781UA	GE		None	Descent	RWY	04R			None	100	0 - 300 ft	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	0	0	1	Yes	Per UAL	0		0	
2014-8-7	EWR	07-Aug-14	1	0	Red-tailed Hawk	Open Skies	B757-200	Open	FGFEX	Rolls		None	Landing	ARR	04R			None	0-100	0 - 300 ft	ON	Unknown	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	Right side		No Cloud	0	0	0	1	0	0	Yes	Pilot reported	0		0	
2014-8-8	JFK	08-Aug-14	1		Northern Waterthrush	Unknown	Unknown	Unknown	Unknown	Unknown		None	Unknown	ARR	31R			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Carcass found			
2014-8-	JFK	08-Aug-14	1		Cedar Waxwing	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW		None	Unknown	TWY	TWY					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Unreported			
2014-8-9	EWR	09-Aug-14	1		Mourning Dove	United	B737	1240	N31449	Unknown	None	Unknown	ARR	04R	Unknown	None				Unknown	ON		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0			Some	0	0	0	1	0	0	Yes	United	0		Unknown	0
2014-8-9	LGA	09-Aug-14	1		Semipalmated Sandpiper	unknown	unknown	unknown	unknown	unknown		None	Unknown	RWY	31	unknown	None	unknown	Unknown	unknown	ON	unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	unknown	No Cloud	0	0	0	1	0	0	Yes	Found 15 feet	0		0	
2014-8-	LGA	10-Aug-14	1		Rock Pigeon	DELTA	AIRBUS /	554	N302NB	CFM INTI		None	Approach	ARR	04	11/2	None	400	301 -	OFF	130		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	First Officer	0	0	0	
2014-8-	JFK	10-Aug-14	1	0	Barn Swallow	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW		None	Unknown	TWY	TWY			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Carcass found			
2014-8-	LGA	10-Aug-14	1		Unknown Passerine	Delta Airlines	A319	1903	N354NB			None	Unknown	ARR	22			None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Port			
2014-8-	JFK	10-Aug-14	0	0	Unknown Wildlife Species	(FALL)	B-737	343	318	CFM56		None	Approach	ARR	31R	8.5 31R	None	800	301 -	OFF	150		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	GEAR		No Cloud	0	0	0	1	0	0	Yes	no blood/guts	0	0	0	
2014-8-	LGA	10-Aug-14	1		Unknown Plover	DELTA	A319	1448	319US	UNKNOW	None	Approach	ARR	22		None				Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	N/A	NO	0	0	0	
2014-8-	LGA	12-Aug-14	1		Laughing Gull	South West	737-700	SW106	N237WN	CFM 56-	Rain	Descent	ARR	22	3 mile NE	None	500	301 -	OFF	140		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Slate		Overcast	0	0	0	1	0	0	Yes	No Damage to	0	0	0	
2014-8-	JFK	12-Aug-14	0		Unknown Wildlife Species	JetBlue	Embraer	235	N535JB	CF34	None	Approach	ARR	22L		None	100	0 - 300 ft	ON	145		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Overcast	1	0	0	0	0	0	Yes	Captain			
2014-8-	JFK	13-Aug-14	0	0	Barn Swallow	Delta	Bombardi	3323	N511PQ	GE/CF34-		None	Landing	RWY	22L			None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	Yes	Pilot Nancy			
2014-8-	JFK	14-Aug-14	0	0	Barn Swallow	JetBlue	A-320	JB72	501JB	IAE-2500	None	Landing	ARR	22L		None	0	0 - 300 ft	ON	150		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Upon			
2014-8-	LGA	14-Aug-14	1		American Kestrel	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)		None	Unknown	DEP.	31			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	A carcass of	0	0	0	
2014-8-	LGA	14-Aug-14	1		Barn Swallow	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)		None	Unknown	TWY	TWY					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Partial carcass	0	0	0	
2014-8-	JFK	14-Aug-14	0	0	Peregrine Falcon	JetBlue	Embraer	1317	N197JB	CF-34-		None	Landing	ARR	22L		0	0 - 300 ft	ON	120		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	1000 JFK ATC	0	0	0	
2014-8-	LGA	16-Aug-14	1		Mourning Dove	(FALL) DELTA	EMBRAER	5810	N637CZ	GE/CF34-	None	Unknown	ARR	22		None				Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	At	0	0	0	
2014-8-	LGA	16-Aug-14	1	0	Great Blue Heron	ENVOY	CRJ-700	3314	N339EA	CF34-		None	Approach	ARR	22		None	100	0 - 300 ft	ON	110		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	ON approach	0	0	0	
2014-8-	JFK	17-Aug-14	1	0	Great Black-backed Gull	Jet Blue	E-190	JB #354	N190JB	GE-CF34E	None	Landing	ARR	31L		None		0 - 300 ft	ON			0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Pilot stated	0	0	0	
2014-8-	JFK	17-Aug-14	1		Cattle Egret	JetBlue	A320	816	N643JB	V2500	None	Unknown	ARR	31R		None				Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Approximately			
2014-8-	JFK	18-Aug-14	1		Mourning Warbler	JetBlue	Embraer	233	N354JB	CF-CF34E	None	Unknown	ARR	31L		None		1		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Approximately			
2014-8-	LGA	18-Aug-14	1		Red-winged Blackbird	AAL	CRJ-700	3592	N3561A			None	Unknown	ARR	31			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	UNKNOW		Some	0	0	0	1	0	0	Yes	Captain stated			
2014-8-	LGA	18-Aug-14	1		Rock Pigeon	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	TWY	TWY		None		Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FO Fract UAS	No Cloud	0	0	0	0	0	0	Yes		0	0	0	
2014-8-	JFK	18-Aug-14	0	0	Unknown Bird	(FALL)	737	a412285	r-4-0	rolls	None	Approach	ARR	22L	10 miles	Other	3000	1500 ft -	OFF	200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Nor	Loss of FO			
2014-8-	LGA	18-Aug-14	1	1	Barn Swallow	(FOXS)	amd 145	6014	N537QQ			None	Unknown	ARR	31			None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	No information	0	0	0	
2014-8-	EWR	18-Aug-14	1	1	Alder/Willow Flycatcher Species	United	B737-800	1853	87531	CFM 56	None	Unknown	ARR	04R		None		Unknown	ON			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	Snares found			
2014-8-	EWR	18-Aug-14	0	0	Unknown Wildlife Species	Southwest	737-700	3436	N953WN	CFM56-7	None	Unknown	ARR	04R				Unknown	ON			0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	Yes	Birdstrike	1			
2014-8-	LGA	20-Aug-14	1		Killdeer	AIR	CRJ700	3350	N456QW	General	None	En-Route	ARR	22	ENROUTE	None		Unknown	ON			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	NO DAMAGE	0	0	0	
2014-8-	LGA	20-Aug-14	1		Barn Swallow	ENVOY AIR	CRJ-700	3407	N516AE	GE-CF34	None	Unknown	ARR	22	UNKNOW	None		Unknown	ON			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	A/C DEPT	0	0	0	
2014-8-	LGA	20-Aug-14	1		Alder/Willow Flycatcher Species	REPUBLIC	E175	3436	N213HQ	GE/CF34-	None	Unknown	ARR	22		None		Unknown	ON			0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	A/C DEPT EPHI	0	0	0	
2014-8-	LGA	21-Aug-14	1		Horned Lark	Envoy Air	CRJ-700	2608	N331EA	GE CF34-	None	Approach	ARR	22		None	2000	1500 ft -	OFF	150		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	Envoy Flyh			
2014-8-	EWR	21-Aug-14	1		Unknown Wildlife Species	United	B737-900	1182	N68507	CFM 56	None	Unknown	ARR	22L	Unknown	None		Not A	OFF			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Right		Some	0	0	0	0	0	0	Yes	Post flight crew			
2014-9-	EWR	21-Aug-14	0	0	Unknown Wildlife Species	United	757-200	76	N18112			None	Approach	ARR	22R	15 miles	None	Unknown	OFF			0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Pilot stated	0	0	0	
2014-8-	LGA	22-Aug-14	0	0	Unknown Wildlife Species	Helicopter	Bell 407		N415TD	Rolls	None	En-Route	ARR	UNK	3 miles	None	1500	301 -	OFF	80		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	Not reported to			
2014-8-	JFK	22-Aug-14	1		Least Sandpiper	Delta Air	Boeing /	211	N190DN	PW/4000	None	Landing	RWY	04R		None		0 - 300 ft	ON			1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	The flight			
2014-8-	EWR	24-Aug-14	1		Chestnut-sided Warbler	UNITED	737-800	UA1485	N78501		None	Approach	ARR	04R		None	1500	301 -	OFF			0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	PILOTS NOT			
2014-8-	JFK	24-Aug-14	1		Laughing Gull	JETBLUE	A320	726	821JB	V2527-A5		Unknown	ARR	04R		Other		Unknown	ON			0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	NONE				0	0	1	0	0	Yes	PILOT	4		
2014-8-	JFK	24-Aug-14	3	0	Brown-headed Cowbird	AIR CANADA	CRJ	8002	C-GUBA		None	Landing	ARR	04R		None		Unknown	ON			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	1	0	0	0	0	Yes	PILOT REPORTS			
2014-8-	LGA	24-Aug-14	1		Unknown Passerine	American	EMB140	3549	N815AE	NA	None	Unknown	ARR	31		None		Unknown	ON			0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	DEPARTURE	0	0	0	
2014-8-	LGA	24-Aug-14	1		Yellow-rumped Warbler	JetBlue	A320	698	N645JB			Unknown	ARR	22				Unknown	ON			0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	Yes	Crew not			
2014-8-	LGA	24-Aug-14	1		Unknown Thrush	United	EMJ145	4405	N14537			Approach	ARR	22		None		Unknown	ON			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	Yes	Crew left, no			
2014-8-	EWR	24-Aug-14	1		Unknown Thrush	united	737-800	1510				None	En-Route	ARR	04R		9000	1500 ft -	OFF			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	pilot not			
2014-8-	JFK	25-Aug-14	3		Unknown Wildlife Species	Delta	A-319	2199	383NB	CFM-56-	None	Landing	ARR	31R		None	0	0 - 300 ft	ON	140		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Pilot advises			
2014-8-	JFK	25-Aug-14	1	0	American Kestrel							None	Unknown	RWY	31R			Unknown	ON			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Carcass found			
2014-8-	LGA	25-Aug-14	1		Barn Swallow	(FALL) DELTA	EMBRAER	9105	N005PQ	GE/CF34-	None	Unknown	ARR	31		None		Unknown	ON			0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			Some	1	0	0	1	0	0	Yes	At	0	0	0	
2014-8-	JFK	25-Aug-14	3	0	Brown-headed Cowbird	Turkish	A330-300	4				None	Take-Off	DEP.	31L			Unknown	ON			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	0	0	1	Yes	NO ANSWER			
2014-8-	LGA	26-Aug-14	1		Rock Pigeon	(FALL) DELTA	EMBRAER	3367	N301PQ	GE/CF34-	None	Approach	ARR	04		None	300	0 - 300 ft	ON	132		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			Some	0	0	0	1	0	0	Yes	At

| Conf/rmn No # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Flt No | Registration or # | Engine Make | Precipital lot | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Range | Off or Off Airport | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Incorporated | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strike | Wing/Rotor Strike | Fuselage Strike | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight | Sky Condition | Sees 1 | Sees 2-10 | Sees 11-100 | Strike 1 | Strike 2-10 | Strike 11-100 | Pilot Warned | Memo/Data | AOS | Repair Costs | Other Costs |
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| Confirmed | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Model | Flt No | Registration | Engine Make | Engine Mod | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Height Band | Off or Off Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Conditions | Sees 1 | Sees 2-10 | Sees 11-100 | Strikes 1 | Strikes 2-10 | Strikes 11-100 | Pilot Warned | Memo/Data | AOS | Report Costs | Other Costs |
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| Confirmation # | Airport | Event Date | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Ph No | Registration # | Engine Make | Precipitation | Phase of Flight | Airborne | RWY or TWY | Location | Effect on Flight | Height | Height Range | ON or OFF Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Light Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Data | Acft | Relatv Costs | Other Costs |
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Conf'mat ion #	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Aircraft Model	Registrat ion #	Engine Make	Precipitati on	Phase of Flight	Ar/Dep	KWY or TWY	Location	Effect on Flight	Height	Height Range	Sky Cond Airport	Speed	Radome Strike	Windshie ld Strike	Nose Strike	Engine #1 Strike	Engine #2 Strike	Engine #3 Strike	Engine #4 Strike	Incisors	Radome Damaged	Windshie ld Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Strike	Wing/Rot or Strike	Fuselage Strike	Landing Gear Strike	Tail Strike	Lights Strike	Other Strike	Propeller Damaged	Wing/Rot or Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Light Damaged	Other Damaged	Other Part	Effect on Flight (Other)	Sky Condition	Sem 1	Sem 2-10	Sem 11-100	Strike 1	Strike 2-10	Strike 11-100	Pilot Warned	Remarks	ADS	Injury Costs	Other Costs
2014-11-	EWR	07-Nov-14	1	0	Unknown Wildlife Species	CommuAir	Dhc8	8-300	N357EA	PW123	None	Approach	ARR.	29	5 miles	None	2000	1500 ft	OFF	155	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Strike occurred			
2014-11-	LGA	07-Nov-14	1	1	American Robin	(EMV) EMVOY	CRJ700	ERJ-170	N131BL	GE CF34-	None	Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Overcast	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	07-Nov-14	1	1	American Robin	(GJS) GOJET	CRJ700	8241	N167CA	GE CF34	None	Unknown	RWY	31	Fuselage	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	Overcast	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	EWR	07-Nov-14	1	1	Dark-eyed Junco	UAL	B737-	3128	N75432	GE	None	Approach	ARR.	29	Taxiabore	None	2500	1500 ft	OFF	210	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes		0	0	0
2014-11-	JFK	07-Nov-14	1	1	Dark-eyed Junco	American	B737-	3029	N322NN	CFM56-	None	Approach	ARR.	31L		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Operations			
2014-11-	EWR	07-Nov-14	1	1	Hermit Thrush	UAL	B737-800	UNKNOW	N79521	GE	None	Unknown	ARR.	UNK	UNKNOW	None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Found on Post	0	0	0
2014-11-	EWR	07-Nov-14	0	0	Unknown Bird	Southwest	B737-700	3706	N241WN	CFM56-7	None	Approach	ARR.	04R	3 miles	None	1000	301 -	OFF	133	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	No damage.			
2014-11-	LGA	08-Nov-14	1	1	Ruby-crowned Kinglet	DELTA	CRJ-900	2614	N600SK	GE CF34-		Unknown	ARR.					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	NO		Some	0	0	0	1	0	0	0	Yes	Maint removal			
2014-11-	LGA	08-Nov-14	1	1	American Robin	US Airways	ERJ-200	3924	N410AW	GE CF34-		Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	NO		Some	0	0	0	1	0	0	0	Yes	STS line			
2014-11-	JFK	09-Nov-14	1	1	Savannah Sparrow	United	Boeing	814	N587UA	PW 2040	None	Landing	ARR.	22L		None	50	0 - 300 ft	ON	130	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Overcast	0	0	0	1	0	0	0	Yes	United Airlines			
2014-11-	JFK	09-Nov-14	1	1	Hermit Thrush	Delta	Boeing	18	N183DN	PW 4000	None	Approach	ARR.	31R		Aircraft		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Delta Flight 18			
2014-11-	JFK	09-Nov-14	1	1	Hermit Thrush	Delta	Boeing	2658	N3735D	CFM56	None	Approach	ARR.	22L		None	2900	1500 ft	OFF	180	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	At			
2014-11-	LGA	09-Nov-14	1	1	Hermit Thrush	(ASO)	CRJ700	ASO5244	N751EV	GE CF34	None	Unknown	ARR.	22		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	1	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Song Sparrow	(FLG)	CRJ700	FLG1654	N914SJ	GE CF34-	None	Unknown	RWY	31		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Ruby-crowned Kinglet	(ACA) AIR	E190	ACA724	C-FNAN	Unknown	None	Unknown	RWY	31		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Savannah Sparrow	Delta (DAL)	MD88	DAL1448	N933DL	P&Wpnc	None	Unknown	RWY	31		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Stuck		Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Dark-eyed Junco	(DAL) DELTA	A320	DAL1514	N345NW	GE	None	Approach	RWY	31		None	2500	1500 ft	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	Fuselage		Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Hermit Thrush	(UAL)	A319	UAL574	N841UA	IAE	None	Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	09-Nov-14	1	1	Hermit Thrush	(FCF)	E170	FCF7330	N373SW	CF34-	None	Unknown	ARR.	31		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	Report of bird			
2014-11-	LGA	10-Nov-14	1	1	Hermit Thrush	Envoy	CRJ700	AA3334	N538EG	GE CF34-	None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	At			
2014-11-	EWR	10-Nov-14	1	1	American Robin	United	B737-800	1507	N507UA			Take-Off	DEP.	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	0	0	Yes	UAL Mx at LAX			
2014-11-	LGA	10-Nov-14	1	1	Dark-eyed Junco	United	B737-8	UA1408	N37290	CFM INT.	None	Approach	ARR.	22		None	500	301 -	OFF		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	0	Yes	At			
2014-11-	LGA	10-Nov-14	1	1	White-throated Sparrow	Delta Airlines	ERJ 170	DL0728	N413MD	GE CF34	None	Unknown	ARR.	22		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Below the		No Cloud	0	0	0	1	0	0	0	Yes	At			
2014-11-	LGA	10-Nov-14	1	1	Hermit Thrush	Shuttle	ERJ 170	DL0351	N009DJ	GE CF34-	None	Unknown	ARR.	22		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	At			
2014-11-	LGA	11-Nov-14	1	1	Dark-eyed Junco	(AWI) US	CRJ-200	3910	N407AW	GE CF34-		Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	NO		Some	0	0	0	1	0	0	0	Yes	PA supervisor			
2014-11-	LGA	11-Nov-14	1	1	White-throated Sparrow	(CHQ)	ERJ 170-	6119	N575AP	CF34-8E5	None	Descent	ARR.	22	North of	None	4000	1500 ft	OFF	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	10131 Albion	0	0	0
2014-11-	JFK	12-Nov-14	0	0	Unknown Wildlife Species	American	A321	20	N797	IAE	None	Approach	ARR.	31R	2 miles	None	600	301 -	OFF	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Not reported to			
FOUND	EWR	12-Nov-14	0	0	Unknown Bird	Shuttle	EMB-170	5164	N648KW			Approach	RWY	UNK		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Pack Inlet		Some	0	0	0	1	0	0	0	Yes	CRJ900 SPORTS			
2014-11-	LGA	12-Nov-14	1	1	American Robin	Delta Airlines	MD-88	2106	N972DL	JT8D	None	Descent	ARR.	31		None	3,800	1500 ft	OFF	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	1	0	0	1	0	0	0	Yes	1820L Delta			
2014-11-	LGA	12-Nov-14	1	1	American Robin	Envoy Air	ERJ-140	3608	N554AE	AE3007SE	None	Approach	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	Some	1	0	0	1	0	0	0	Yes	At 1900L Envoy	0		19.34
2014-11-	JFK	12-Nov-14	0	0	Unknown Wildlife Species	US Airways	A321	630	N532UW	IAE	None	Landing	ARR.	04R		None		0 - 300 ft	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	Strike on ac			
2014-11-	LGA	13-Nov-14	1	1	American Robin	Endeavor Air	CRJ 900	3332	N303PQ	CF34-8C5	None	Unknown	ARR.	31	Unknown	None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	2127L Daniel			
2014-11-	LGA	12-Nov-14	1	1	American Robin	United	737-800	2405	N37507		None	Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	left side		No Cloud	0	0	0	1	0	0	0	Yes	Time reflects			
2014-11-	EWR	12-Nov-14	0	0	Unknown Wildlife Species	FEDEX	CARGON	7307	N845FE		None	Approach	ARR.	04R		None	3500	301 -	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	SHARGE WAS			
2014-11-	EWR	13-Nov-14	0	0	Unknown Wildlife Species	UNITED	E170	UA1010	N33707		Snow	Unknown	ARR.	04R		None	2500	301 -	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	1	0	0	Yes	NO FLIGHT			
2014-11-	JFK	13-Nov-14	1	0	European Starling	UNITED	757	912	5A8UA			Unknown	ARR.	31L		None		Unknown	ON		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	DURVIS			
2014-11-	JFK	13-Nov-14	1	0	European Starling							Unknown	ARR.	31R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	1	0	0	Yes	DURVIS			
2014-11-	JFK	14-Nov-14	1	1	White-headed Gull (Larus sp.)	DELTA	737-400	1972	377DA			Unknown	ARR.	31L		Aircraft		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	STRIKE			
2014-11-	EWR	14-Nov-14	1	1	American Robin	UAL	B737-800	1807	N26226	GE/CFM	None	Unknown	ARR.	04R		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	No damage and	0	0	0
2014-11-	LGA	14-Nov-14	1	1	American Robin	West Jet	737-600	1212	C-GWSI	CFM 56-	None	Descent	ARR.	31		None	4000	1500 ft	OFF	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	At 1953 Port			
2014-11-	JFK	14-Nov-14	1	1	American Robin	Shuttle	EMB 170	UNKNOW	N455SW	GE/CFM	None	Unknown	ARR.	04R		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	PSA strike	0	0	0
2014-11-	LGA	15-Nov-14	1	1	American Robin	Air Canada	ERJ-190	718	C-FNAQ	GE CF34-	None	Approach	ARR.	04	Approach	None	1000	301 -	OFF	160	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	0	Yes	At			
2014-11-	LGA	17-Nov-14	1	1	White-headed Gull (Larus sp.)	Endeavor(De	CRJ-900	4329	N715PQ	None	None	Approach	ARR.	22	FINAL	None	1000	301 -	OFF	136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	PITOT		No Cloud	1	0	0	0	1	0	0	N/A	WK2730 KT 1-			
2014-11-	LGA	19-Nov-14	1	1	Dark-eyed Junco	AMERICAN	737-800	FLI140	N937KN		None	Unknown	RWY	22		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	1	0	0	No	ABORTS STRIKE			
FOUND	LGA	19-Nov-14	0	0	Unknown Bird	Endeavor Air	CRJ 900	3678				Unknown	DEP.	31		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	1	0	0	0	0	Yes	FL13678 LGA			
2014-11-	JFK	20-Nov-14	0	0	Unknown Wildlife Species	American	B737-800	84	3TB	CFM56-7	None	Climb	RWY	UNK		None	30	0 - 300 ft	ON	175	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	1	0	1	0	0	Na	No damage.			
2014-11-	EWR	20-Nov-14	1	1	Unknown Wildlife Species	AAI-	Skyvly		N661AT	Pratt		Take-Off	DEP.	29	Vicinity of	None	1500	301 -	OFF	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Rotor	Inspected	Some	0	0	0	1	0	0	No	AAI Mx			
2014-11-	JFK	21-Nov-14	1	0	American Black Duck	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	UNREPORTED			
2014-11-	JFK	21-Nov-14	1	1	Killdeer	JetBlue	A-320	2144	N516JB	V2500SE	None	Unknown	ARR.	31R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	0	Yes	10 OUNONES			
2014-11-	JFK	21-Nov-14	0	0	Unknown Wildlife Species		UNKNOW	2420	UNKNOW	UNKNOW		Take-Off	DEP.	31L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	1	0	0	0	Yes	Delta 2420			
2014-11-	JFK	21-Nov-14	1	1	Dark-eyed Junco	(AAI)	A321	AAI137	N110AN	IAE	None	Take-Off	RWY	31L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0					1	0	0	1	0	0	0	Yes	AAI mx	0	0.00	0.00
2014-11-	LGA	22-Nov-14	1	1	Redhead								RWY	13				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	1	0	0	0	Yes	Female			
2014-11-	EWR	23-Nov-14	1	1	Mourning Dove	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	ARR.	22L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	0	1	0	0	Yes	Bird carcass			
2014-11-	LGA	23-Nov-14	1	1	Dark-eyed Junco	Westjet WJA	B737-600	1316	C6EWJ		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	N/A	Parkkeeper			
2014-11-	LGA	24-Nov-14	0	0	American Coot	Unknown	Unknown	Unknown	Unknown	Unknown	Rain	Unknown	DEP.	13	Unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	At	0	0	0
FOUND	LGA	24-Nov-14	0	0	Unknown Bird	Shuttle	EMB-170	5056	N215QS			Approach	RWY	UNK		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	1	0	0	0	Yes	RH FLAP. DATA			
2014-11-	LGA	24-Nov-14	1	1	Dunlin	Shuttle	ERJ 170	6002	N88EKW	CF34-8E5	None	Unknown	ARR.	22	unknown	None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	0	Yes	Pilot was not	0	0	0
2014-11-	LGA	27-Nov-14	1	0	Ring-billed Gull							Unknown	DEP.	04		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	UNKNOW		Overcast	0	0

Confirmed	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Aircraft Model	Registration	Engine Make	Engine Model	Precipitation	Phase of Flight	Airport	Effect on Flight	Height	Height Feet	Height Meters	DN or OFF Airport	Speed	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Radome Damaged	Windshield Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Struck	Wing/Rotor Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Parts	Effect on Flight (Other)	Sky Conditions	Seen 1	Seen 2-10	Seen 11-100	Struck 1	Struck 2-10	Struck 11-100	Pilot Warned	Memo/Info	AOS	Reply Costs	Other Costs
2015-2-	JFK	17-Feb-15	1	0	Horned Lark	QUANTAS	747	GFA11	VH-OEB		None	Landing	ARR.	04R		None			0-300 ft	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	FER TECH OPS.			
2015-2-	JFK	17-Feb-15	1	0	Snow Bunting	JAZZ	CRJ-900	903	C-GJIJ	CF34-8C5	None	Take-Off	DEP.	04L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	JAZZ			
2015-2-	JFK	18-Feb-15	1	0	Horned Lark	JETBLUE	A320	1415	N942JB		None	Take-Off	DEP.	04L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	SPOKE WITH			
2015-2-	JFK	18-Feb-15	1	0	Horned Lark						None	Take-Off	DEP.	04L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	no info on			
2015-2-	LGA	19-Feb-15	0	0	Great Black-backed Gull	Delta	CRJ-900	3462	N908AU		None	Take-Off	DEP.	31		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Flight 3462	0	0	0	1	0	0	Yes	Flight 3462			
2015-2-	JFK	19-Feb-15	0	0	Unknown Wildlife Species	Saudia	Boeing	024	HZAOH	UNKNOW	None	Take-Off	DEP.	31L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	1	0	Yes	On takeoff.			
2015-2-	JFK	22-Feb-15	1	1	Horned Lark	Delta	737-800	Flight 418	N3772H		None	Approach	DEP.	31L		None			0-300 ft	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	1	0	Yes	Scarce 8l br			
2015-2-	LGA	22-Feb-15	0	0	Unknown Bird	USAIRWAYS	A319-112	2150	N165US	CFM56	None	Approach	ARR.	22		200	200	0-300 ft	ON	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible	Some	1	0	0	0	1	0	Yes	At			
2015-2-	LGA	23-Feb-15	1	0	Wilsons Snipe	DAL	EMB145R	6251	N665CA	CF34	None	Unknown	ARR.	31		None			Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	Delta Airlines			
2015-2-	EWR	24-Feb-15	0	0	Unknown Wildlife Species	UAL	B 737-	1043	UNKNOW	GE/CFM	None	Take-Off	DEP.	22R	Newark	None	0		0-300 ft	ON	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	AC resort	No Cloud	0	0	0	1	0	0	Yes	0823 United	0	0	0
2015-2-	JFK	25-Feb-15	1	1	Lesser Scaup						None	Take-Off	DEP.	TWY					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Unexpected			
2015-2-	JFK	25-Feb-15	0	0	Unknown Bird	US Airways	A320	2042	N831AW	UNKNOW	None	Approach	ARR.	22L		None			Not A	OFF	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Cactus 2042			
2015-2-	LGA	25-Feb-15	1	0	Rock Pigeon	unknown	unknown	unknown	unknown	unknown	None	Unknown	TWY	TWY		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Found Rock			
2015-2-	LGA	26-Feb-15	1	1	Horned Lark	Delta Airlines	B737	DAL630	N315AT	3MW KB	None	Unknown	ARR.	04	Unknown	None	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	Under the	Some	0	0	0	0	0	0	Yes	At 1400, Delta	0	0	0
2015-2-	JFK	26-Feb-15	0	0	Greater Scaup	UNKNOWN	UNKNOW			UNKNOW	None	Unknown	TWY	TWY		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Unexpected			
2015-2-	JFK	28-Feb-15	1	0	Atlantic Brant	Unknown	Unknown	Unknown	Unknown	Unknown	None	Approach	RWY	13L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Discovered by			
	JFK	28-Feb-15	0	0	Unknown Wildlife Species	JETBLUE	E190	282	231JB			Approach	ARR.	13L					Not A	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										NOT A STRIKE			
2015-2-	JFK	28-Feb-15	1	0	Horned Lark	DELTA	777-200	172	N3470A		None	Landing	ARR.	22L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	SPOKE WITH			
2015-3-1-	JFK	01-Mar-15	1	0	Snow Bunting	JetBlue	Embraer	318	197JB	IAE /	None	Take-Off	DEP.	22R		None			0-300 ft	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	0718 TW 0931			
MOR	JFK	01-Mar-15	0	0	Unknown Wildlife Species	JetBlue	A320	JBU655				Take-Off	DEP.	22R					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										A/C REPORTED			
2015-3-1-	JFK	01-Mar-15	1	0	Horned Lark	Delta Air	737 / 800	445	N3782		Snow	Take-Off	DEP.	31L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	1	0	0	0	Yes	1144 DH1 Mr.			
2015-3-2-	EWR	02-Mar-15	0	0	Unknown Bird	United	B737-800	Flight#	N33148	Unknown	None	Take-Off	DEP.	04R		None			Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	ATCT reported			
2015-3-9-	EWR	09-Mar-15	1	0	Ring-billed Gull	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)		Unknown	TWY	TWY	Newark	Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										Intact remains	0	0	0
2015-3-	JFK	10-Mar-15	1	0	Atlantic Brant	Unknown	Unknown	Unknown	Unknown	Unknown	None	Approach	ARR.	04R		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Discovered			
2015-3-	EWR	11-Mar-15	0	0	Unknown Bird	United	Dash 8	Flight#	N349Q	Pratt	None	Approach	ARR.	04R		None	10 Feet	0-300 ft	ON	120 Knots	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	Left wing	Some	0	1	0	0	0	0	Yes	ATCT reported			
2015-3-	JFK	11-Mar-15	1	0	Ruddy Duck	Unknown	Unknown	Unknown	Unknown	Unknown	None		DEP.	31L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	1	0	0	0	Yes	Discovered			
2015-3-	JFK	11-Mar-15	1	0	Atlantic Brant	UNKNOWN	UNKNOW	UNKNOW	UNKNOW			Unknown	RWY	04R		Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						1	0	0	Yes	(1) ATLANTIC			
2015-3-	JFK	11-Mar-15	1	0	Unknown Wildlife Species	Fedex	MD11	881	N332FE	PW4462	None	Approach	ARR.	22L		None	400	121	301 -	OFF	155	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Not reported to			
2015-3-	JFK	13-Mar-15	1	0	Snow Bunting						None	Unknown	DEP.	22R		Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	1	Yes	Unreported			
2015-3-	EWR	16-Mar-15	1	1	American Kestrel	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	ARR.	04R		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Carcass found			
2015-3-	JFK	16-Mar-15	1	0	Snowy Owl	JETBLUE	E-190	208	N392JB		None	Take-Off	DEP.	04L		None			0-300 ft	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	0930hrs.			
2015-3-	LGA	16-Mar-15	1	1	American Robin	Delta Airlines	CRJ700	DAL6263	N669CA	GE CF34	None	Unknown	ARR.	31		None			Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	Fuselage	Some	0	0	0	1	0	0	Yes	STS mechanic	0	0	0
2015-3-	JFK	16-Mar-15	0	0	Unknown Wildlife Species	AER LINGUS	A330	304		UEAV	None	Unknown	DEP.	22R		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	STRIKE WAS			
2015-3-	JFK	17-Mar-15	1	0	Long-eared Owl	UNKNOWN	UNKNOW	UNKNOW	UNKNOW			Unknown	ARR.	22L		Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	1	0	0	0	Yes	CARCASS			
2015-3-	EWR	17-Mar-15	0	0	American Robin	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	DEP.	22R		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	1	0	0	0	Yes	American			
2015-3-	LGA	17-Mar-15	1	1	White-headed Gull (larus sp.)	DAL Delta	E170-100	5871	N387EW	GE CF34	None	Unknown	ARR.	22	Unknown	None	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	Left wing	Some	0	0	0	1	0	0	Yes	Co-pilot	0	0	0
2015-3-	JFK	17-Mar-15	1	1	Canada Goose	AMERICAN	B737-200	1320	N193AA	RR/PW	Rain	Climb	DEP.	22R		Freezatio	1400	427	301 -	OFF	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		Overcast	1	0	1	0	1	0	Yes	Ground			
2015-3-	LGA	17-Mar-15	1	1	Fox Sparrow	Delta	CRJ-900	3584	N299PQ	CF34-8C5	None	Unknown	ARR.	31	Unknown	Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Mechanic Dino	0	0	0
REPORTE	EWR	17-Mar-15	0	0	Unknown Wildlife Species	UPS	B737	106	N361UP	CF6		Approach	ARR.	29		None	500	301 -	OFF	145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	1	0	1	0	0	Yes	Damage none			
2015-3-	EWR	18-Mar-15	1	0	Ring-billed Gull	Unknown	Unknown	Unknown	Unknown	Unknown		Unknown	ARR.	04R		Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	1	0	0	Yes	Airport			
2015-3-	LGA	21-Mar-15	1	1	Unknown Wildlife Species	Delta	MD-88	1281	N911DE	P &	None	Unknown	ARR.	04	Unknown	None			Not A	OFF	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Right	Some	0	0	0	1	0	0	Yes	Delta Airlines	0	0	0
2015-3-	LGA	22-Mar-15	1	0	Snowy Owl	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	ARR.	31		Unknown	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	1	0	0	1	0	0	Yes	Snowy Owl was			
2015-3-	LGA	22-Mar-15	1	1	Horned Lark	Delta	A320	316	N537NC	V2527-A5	None	Unknown	ARR.	31		Unknown	ON		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			No Cloud	0	0	0	1	0	0	Yes	0817L			
2015-3-	EWR	22-Mar-15	1	1	American Woodcock	(UNK)	(UNK)	(UNK)	(UNK)	(UNK)	None	Unknown	TWY	TWY	Newark	Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(UNK)	Some	0	0	0	1	0	0	Yes	Found remains	0	0	0
2015-3-	LGA	24-Mar-15	1	1	Song Sparrow	DELTA	A320	681	N361NW		None	Unknown	ARR.	22		None			Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	N/A	Flight crew			
2015-3-	EWR	25-Mar-15	1	1	Red-winged Blackbird	Fedex	MD-11	Flight#	N571FE	CF650	None	Unknown	ARR.	22L		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Left Wing	Some	1	0	0	1	0	0	Yes	0728 - Fedex			
2015-3-	EWR	25-Mar-15	0	0	Unknown Wildlife Species	United	737-700	UAL 1527	N14132U	Unknown		Unknown	ARR.	22L					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Bird strike was			
2015-3-	LGA	27-Mar-15	1	1	Yellow-rumped Warbler	Delta Airlines	MD-88	677	N997DL	P &	None	Unknown	ARR.	04	Unknown	Unknown	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Right	Unknown	Some	0	0	0	1	0	0	Yes	Delta Airline	0	0	0
2015-3-	EWR	27-Mar-15	1	1	Unknown Shorebird	(UNK)	Emb 145	4441	N13914	Rolls	None	Approach	ARR.	04R	Newark	None	100	0-300 ft	ON	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	none	0	0	0
2015-3-	EWR	28-Mar-15	1	0	Killdeer	Unknown	Unknown	Unknown	Unknown	Unknown		Unknown	ARR.	04R		Unknown			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	1	0	0	Yes	3 killdeer			
2015-3-	LGA	28-Mar-15	1	1	American Kestrel	UAL	B767-300	0937	N641UA	GE	None	Approach	ARR.	04R	Newark	Aircraft	100	0-300 ft	ON	150	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Bird ingested	13	0	0
2015-3-	JFK	29-Mar-15	0	0	Unknown Wildlife Species	US Airways	Airbus	832	N631AW	UEV2527	None	Descent	ARR.	22L		None	1200	301 -	OFF	145	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Birds/ski short			
2015-3-	JFK	29-Mar-15	1	1	American Robin	AAL	-	107	N732AN		None	Approach	ARR.	22L	15nm SE	None	3400	1500 ft	OFF	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	PER MTC CREW			
2015-3-	JFK	29-Mar-15	1	1	American Robin	Delta	737	436	376EQ		None	Climb	DEP.	22R		Freezatio	3500	1500 ft	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	PER PILOTS			
2015-3-	EWR	29-Mar-15	0	0	Unknown Wildlife Species	Commutair	Dash 8	3569	N438CA	PW123	None	Approach	ARR.	22L		None	5000	1500 ft	OFF	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	1	0	0	Yes		1		
2015-3-	JFK	30-Mar-15	1	1	American Robin	US Airways	A320	632	N651AW		None	Unknown	ARR.	22L		None			Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Responded to			
2015-4-	JFK	01-Apr-15	1	1	Great Black-backed Gull	DL AI	747-400	007	4X-ELB		None	Unknown	ARR.	04R		None			Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	STRIKE			
2015-4-1-	EWR	01-Apr-15	1	1	Mallard	United	Embraer	Flight#	N27190	RoRo	None	Approach	ARR.	29		None	100	0-300 ft	ON	140	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	1	0	1	0	0	Yes	United Express			
2015-4-2-	EWR	02-Apr-15	1	0	American Robin	UAL	B 737-	2327	N67832		None	Approach	ARR.	04R		None	1000	301 -	OFF		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Scarce			
2015-4-3-	LGA	02-Apr-15	1	1	Ruddy Duck									TWY					Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						1	0	0	Yes	Ruddy duck			
2015-4-2-	EWR	02-Apr-15	1	1	Red-tailed Hawk	UAL	B 767-	957	N642UA	Pratt	None	Landing	ARR.	22L	Newark	None	0	0-300 ft	ON	140	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Bird ingested	0	0	0
2015-4-2-	LGA	02-Apr-15	1	1	American Robin	(UAL)	B737-700	UAL1575	N37721	CFM (INT	None	Approach	ARR.	22		None	3000	1500 ft	OFF	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Captain stated			
2015-4-2-	LGA	02-Apr-15	1	1	Mallard	Sun Country Airlines	A320 -	N

| Confirmation # | Airport | Event Date | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Aircraft Model | Registration # | Engine Make | Precipitation | Phase of Flight | Arr/Dep | RWY or TWY | Location | Effect on Flight | Height | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Sees 1 | Sees 2-10 | Sees 11-100 | Strikes 1 | Strikes 2-10 | Strikes 11-100 | Pilot Warned | Mass/Date | AOS | Repair Costs | Other Costs |
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| Confirmed | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Aircraft Model | Registration | Engine Make | Precipitation | Phase of Flight | Art/Obs | RWY or TWY | Location | Effect on Flight | Height | Height Range | Off or Off Airport | Sky Cond | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Struck | Lights Struck | Other Struck | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Light Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Sees 1 | Sees 2-10 | Sees 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo Data | AOS | Repair Costs | Other Costs |
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Confirmation #	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Tail No	Registration #	Engine Make	Precipitation	Phase of Flight	Art/Nav	RWY or TWY	Location	Effect on Flight	Height	Height Range	OH or OFF Airport	Speed	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Propeller Struck	Wing/Rotor Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Radome Damaged	Windshield Damaged	Nose Damaged	Engine #1 Damaged	Engine #2 Damaged	Engine #3 Damaged	Engine #4 Damaged	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight Other	Sky Condition	Sees 1	Sees 2-10	Sees 11-100	Struck 1	Struck 2-10	Struck 11-100	Pilot Warned	Memo/Data	AOS	Repair Costs	Other Costs
2015-9-4-	LGA	03-Sep-15	0	0	Unknown Wildlife Species	Envoy Air	CRJ-700	3583	N542EA	GE CF34	None	Climb	DEP.	33	5-10 NM	None	4500	1500 ft+	OFF	210	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Just bird			
2015-9-4-	LGA	01-Sep-15	1	0	Scarlet Tanager	Spirit	A320	630	N630NK		None	Approach	ARR.	22	10 miles	Aircraft	4000	1500 ft+	OFF	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cancelled	Some	0	0	0	1	0	0	Yes	Capt.stb stated	8		
2015-9-4-	EWR	04-Sep-15	0	0	Unknown Wildlife Species	American	B737	1518	N3GE		None	Approach	ARR	UNK		None	3000	1500 ft+	OFF	190	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	1	0	0	1	0	0	Yes	Glancing blow			
2015-9-4-	EWR	04-Sep-15	0	0	Unknown Wildlife Species	Commutair	Dash 8	4779	N374PH	PW123	None	Approach	ARR.	04R	7am from	None	2000	1500 ft+	OFF	180	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	not reported to			
2015-9-4-	LGA	04-Sep-15	0	0	Unknown Bird	UAL	EMB ERJ	3520	N 881KW		None	Unknown	ARR.	04R							0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Overcast	0	0	0	1	0	0	No	Small smack of	0	0	0
2015-9-4-	LGA	04-Sep-15	1	0	Mourning Dove	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	RWY	04	UNKNOW	Unknown	UNKNOW	UNKNOW	UNKNOW	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found in	Some	0	0	0	1	0	0	Yes	At 1233L.	0	0	0
2015-9-5-	LGA	05-Sep-15	1	1	Pine Warbler	Southwest	B737-700	3083	N2705A	CFM56	None	Approach	ARR.	22		None	500	301 -	OFF	140	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	PD stated they			
2015-9-5-	LGA	05-Sep-15	1	1	Barn Swallow	(UNK)					None	Unknown	RWY	04		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found in	Some	0	0	0	1	0	0	Yes	At 0832L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	1	Barn Swallow	(UNK)					None	Unknown	RWY	04		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found in	Some	0	0	0	1	0	0	Yes	At 0830L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	1	Red Bat	(UNK)	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	RWY	04		Unknown	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found on	UNKNOW	Some	0	0	0	1	0	0	Yes	At 0828L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	0	Barn Swallow	(UNK)	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	RWY	04		Unknown	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found on	UNKNOW	Some	0	0	0	1	0	0	Yes	At 0836L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	0	Barn Swallow	(UNK)	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	RWY	04		Unknown	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found in	Unknown	Some	0	0	0	1	0	0	Yes	At 0900L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	0	Barn Swallow	(UNK)	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	RWY	04		Unknown	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Found in		Some	0	0	0	1	0	0	Yes	At 0905L	0	0	0
2015-9-5-	LGA	05-Sep-15	1	0	Unknown Passerine	(ENY) ENVOY	CRJ-700	3337	N542EA	ROLLS-	None	Unknown	RWY	13	UNKNOW	None	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	0	0	0	Yes	At 1014. Envoy	0	0	0
2015-9-5-	JFK	05-Sep-15	1	0	Mourning Dove	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	RWY	31R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Carcass found			
2015-9-5-	EWR	05-Sep-15	1	1	American Kestrel	UNK	UNK	UNK	UNK	UNK			DEP.	04L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	0	0	0	0	0	0	Yes	1235 HOURS -			
2015-9-5-	EWR	05-Sep-15	1	1	American Kestrel	UNK	UNK	UNK	UNK	UNK			ARR	04R				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	0	0	0	0	0	0	Yes	1245 HOURS -			
2015-9-5-	LGA	05-Sep-15	1	0	Rock Pigeon		UNKNOWN				None	Unknown	RWY	UNK		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	Rock Pigeon			
2015-9-5-	LGA	05-Sep-15	1	0	European Starling	UNKNOWN					None	Unknown	RWY	UNK		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	European			
2015-9-6-	JFK	06-Sep-15	1	1	Ovenbird	American	Boeing	UNKNOW	N785AN	Rolls -	None	Unknown	ARR.	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	American			
2015-9-6-	LGA	06-Sep-15	1	0	Common Nighthawk	Unknown	Unknown	Unknown	Unknown	Unknown	None	Unknown	ARR.	04		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	0	0	0	Yes	Wildlife was			
2015-9-6-	LGA	06-Sep-15	1	1	Unknown Passerine	EPA Republic	EPA EJ170-	EPA4012	N115HQ	Turbo-	None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	0	0	0	0	0	Yes	At 1934L			
2015-9-7-	JFK	07-Sep-15	1	0	Tree Swallow	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	22L		Unknown		Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	1	0	0	Yes				
2015-9-7-	EWR	07-Sep-15	1	1	Chimney Swift	UAL	B737-800	1082	N77515	CFM.56	None	Approach	ARR.	22L	Teterboro	None	1000	301 -	OFF	157	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	1	0	0	Yes		0	0	0
2015-9-7-	JFK	07-Sep-15	1	1	Herring Gull	unknown	unknown	Unknown	Unknown	unknown	None	Unknown	RWY	31L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	1	0	0	Yes	88 Thornton			
2015-9-8-	EWR	07-Sep-15	0	0	Unknown Wildlife Species	Air Canada	EMB 190	0766	C-FHOY	CF34-	None	Descent	ARR.	22L		None	7500	1500 ft+	OFF	250	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Overhead			
2015-9-9-	JFK	09-Sep-15	1	0	Brown-headed Cowbird	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	TWY	TWY		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	3	0	0	Yes	ID by JK			
2015-9-9-	JFK	09-Sep-15	1	1	Pectoral Sandpiper	Jet Blue	Airbus	1534	N548JB	Turbo Fan	Rain	Unknown	RWY	22L		Aircraft		Unknown	ON		0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	Air Intake	Some	0	0	0	1	0	0	Yes	At			
2015-9-9-	LGA	09-Sep-15	0	0	Unknown Wildlife Species	TCF Shuttle	EMB-	TCF1417	N2735C	Turbo-		Unknown	ARR.	22				Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	Evidence of			
2015-9-	LGA	09-Sep-15	0	0	Unknown Wildlife Species	Delta	A320	1262	735JB		None	Unknown	ARR.	22		None	6000	1500 ft+	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Reported by			
2015-9-	LGA	09-Sep-15	1	1	Palm Warbler	Delta	MD88	1596	937DN		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	Found be			
2015-9-	LGA	11-Sep-15	1	1	Peregrine Falcon	Frontier	A319	1443	N910FR		None	Take-Off	DEP.	04	take-off	None		0-300 ft	ON		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	At 1000			
2015-9-	JFK	11-Sep-15	1	0	Common Nighthawk	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	31R		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	ID by JK.			
2015-9-	EWR	11-Sep-15	1	1	Unknown Passerine	UAL	737-800	1758	78448		None	Approach	ARR.	04R		Unknown		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	0	0	0	Yes	United			
2015-9-	LGA	11-Sep-15	1	1	Red-eyed Vireo	Delta	MD80	2086	903DE		None	Approach	ARR.	22		None		Unknown	ON		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Reported by			
2015-9-	EWR	11-Sep-15	1	0	American Kestrel	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	DEP.	22R		Unknown		Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	One AMKE	0	0	0
2015-9-	EWR	13-Sep-15	1	1	Killdeer	United	A 330	609	4ZLUA	IAE	None	Unknown	ARR.	22L	UNKNOW	None		Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	The Incident	UNKNOW	UNKNOW	UNKNOW
2015-	JFK	14-Sep-15	1	1	Northern Waterthrush	American	B737-800	1671	837NN		None	Approach	ARR.	31R		None	400	301 -	OFF		0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Pilot reported			
2015-9-	LGA	14-Sep-15	1	1	Wayne Thrush	Air Canada	E190	728	C-FKJU		None	Unknown	ARR.	31	Unknown	None	Unknown	Unknown	ON	Unknown	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	1	0	Yes	on 9/15 At			
2015-9-	LGA	14-Sep-15	1	1	Alder/Willow Flycatcher species	Delta	MD88	7813	977AT		None	Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Reported by			
2015-9-	EWR	15-Sep-15	1	1	Red-eyed Vireo	UAL	A320	1386	N941UN	IAE	None	Approach	ARR.	22		None	4000	1500 ft+	OFF		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Dark mechanic	0	0	0
2015-9-	LGA	16-Sep-15	1	1	American Goldfinch	(DAL) DELTA	E145	DAL3377	N258JQ	AE	None	Unknown	ARR.	22		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	At 1440L Delta	0	0	0
2015-9-	LGA	16-Sep-15	1	1	Warbling Vireo	(DAL) DELTA	CRJ700	ASQ5153	N716LV	GE CF34	None	Approach	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Nose wear	Some	0	0	0	1	0	0	Yes	Delta	0	0	0
2015-9-	LGA	16-Sep-15	1	1	Unknown Wildlife Species	(AAL)	CRJ700	ENY3198	N327EA	GE CF34	None	Unknown	ARR.	22		None		Not A	OFF		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Fall from	0	0	0
2015-9-	EWR	16-Sep-15	1	1	Cedar Waxwing	UAL	B737-800	1411	N35157	CFM.56	None	Approach	ARR.	04R	None	None	300	0-300 ft	ON	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	Bird struck cock	0	0	0
2015-9-	LGA	16-Sep-15	1	1	Unknown Passerine	(VA)	B717	2813	N59BAT	BMW RR	None	Unknown	ARR.	22		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	N/A	Flight crew not	0	0	0
2015-9-	LGA	16-Sep-15	1	1	Unknown Passerine	AAL	B738	350	N335NN	CFM	None	Approach	ARR.	22		None	800	301 -	OFF	160	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	Flight crew not	0	0	0
2015-9-	EWR	17-Sep-15	1	1	Unknown Bird	UAL	737-900	3191	N27411	CFM.56	None	Unknown	ARR.	04R	UNKNOW	None		Not A	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	1	0	Yes	Mechanic	0	0	0
2015-9-	LGA	18-Sep-15	1	0	Rock Pigeon	AWE US	EMB RJ85	AEU2137	N346UW	GE/ CF34	None	Take-Off	DEP.	13		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	0	0	Yes	At			
2015-9-	JFK	20-Sep-15	1	1	Yellow Warbler	JetBlue	A321	624	N923JB	IAE	None	Unknown	ARR.	31R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Right flap	Some	0	0	0	0	0	0	Yes	JFK stroom			
2015-	JFK	20-Sep-15	1	1	Red-eyed Vireo	American	A321	4321	AAL 956	N146AA			ARR.	31R		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Area found			
2015-9-	LGA	20-Sep-15	1	1	Common Yellowthroat	JetBlue	A320	1472	N607JB		None	Approach	ARR.	31		None	6000	1500 ft+	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Flight crew not	0	0	0
2015-9-	EWR	20-Sep-15	1	1	Unknown Passerine	UAL	B-737-	1933	N 17329		None	Approach	ARR.	04R		None	1600	1500 ft+	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	1	0	0	Yes	Undetermined	0	0	0
2015-	EWR	21-Sep-15	1	1	Unknown Warbler	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	RWY	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Found on Rwy			
2015-9-	EWR	21-Sep-15	1	0	Gray Catbird	Unknown	Unknown	Unknown	Unknown	Unknown		Unknown	RWY	04L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Found on Rwy			
2015-9-	JFK	21-Sep-15	1	1	Unknown Wildlife Species	Jet Blue	A320	670	N564JB	V2500	None	Unknown	ARR.	31L		Unknown		Not A	OFF		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Inbound flight			
2015-9-	LGA	21-Sep-15	1	1	Unknown Passerine	(DAL) DELTA	CL-600-	6261/820	N590CA	UNK	None	Approach	RWY	04	2 MILES	None	1200	301 -	OFF	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	Left wing flap	0	0	0
2015-9-	JFK	21-Sep-15	1	0	Brown Thrasher							Unknown	TWY	TWY				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	1	0	0	1	0	0	Yes	Carcass found			
2015-9-	LGA	21-Sep-15	1	1	Chimney Swift	(DAL) DELTA	MD-88	1566	N964DL	P&Wmac	None	Approach	ARR.	04	02 miles	None	UNK	Unknown	ON	UNK	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	0	0	0	Yes	Per MX Erik	0	0	0
2015-9-	EWR	21-Sep-15	0	0	Unknown Wildlife Species	(SKX)	A360-300	90301	LN-RKP		None	Approach	ARR.	04R		None	3200	1500 ft+	OFF	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

| Confirmation # | Airport | Event Date | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Aircraft Model | Engine Make | Engine Model | Precipital | Phase of Flight | Airborne | RWY or TWY | Location | Effect on Flight | Height | Speed | Radome Strike | Windshield Strike | Nose Strike | Engine #1 Strike | Engine #2 Strike | Engine #3 Strike | Engine #4 Strike | Propeller | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Strike | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Lights Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Date | AOS | Repair Costs | Other Costs |
|---|---|---

Confirmed Bird #	Airport	Event Time	Remains Collected	Remains Sent	Species	Carrier	Aircraft Make	Aircraft Model	Registration #	Engine Make	Precipitation	Phase of Flight	Art/Day	INTY or TWY	Location	Effect on Flight	Fatalities	Height Range	ON or OFF Airport	Sky	Radome Struck	Windshield Struck	Nose Struck	Engine #1 Struck	Engine #2 Struck	Engine #3 Struck	Engine #4 Struck	Propeller Struck	Wing/Rotor Struck	Fuselage Struck	Landing Gear Struck	Tail Struck	Lights Struck	Other Struck	Propeller Damaged	Wing/Rotor Damaged	Fuselage Damaged	Landing Gear Damaged	Tail Damaged	Lights Damaged	Other Damaged	Other Part	Effect on Flight (Ch/Ab)	Sky Condition	Sees 1	Sees 2-10	Sees 11-100	Strike 1	Strike 2-10	Strike 11-100	Pilot Warned	Mass/Date	AOS	Repair Costs	Other Costs
2015-10-	LGA	30-Oct-15	1	1	Pine Siskin	(DAL) DELTA	CRJ-900	1917	N134PQ	GE /	None	Unknown	ARR.	22	Unknown	None	Unknown	Unknown	ON	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	0	0	Yes	At GASSL, DAL	0		0	0
2015-10-	LGA	30-Oct-15	1	1	Dunlin	(DAL) DELTA	MD-90-	DC15S6	N909DA	IAE /	None	Descent	ARR.	31		None	None	9000	1500 ft	OFF	250	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	1	0	1	0	0	Yes	Captain Allen	0	$0	$0
2015-10-	JFK	30-Oct-15	1	0	Herring Gull	JetBlue	A320	932	N653JB	Turbo Fan	None	Take-Off	RWY	31		None	None		1500 ft	OFF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	ATCT reports to			
2015-10-	EWR	30-Oct-15	1	1	Unknown Passerine	United	Boeing	UAL 1116	N76528	CFM56	None	En-Route	ARR.	04R	Connecticut	None	10000	1500 ft	OFF	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	Yes	Captain of			
2015-10-	EWR	30-Oct-15	1	1	American Robin	United	B737-900	1628	N27477		None	Unknown	ARR.	22L		None			ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	Yes	Flt landed at			
2015-10-	EWR	30-Oct-15	1	1	Hermit Thrush	Express Jet	Embraer	AE0354	N13908	AE3007	None	Unknown	ARR.	04R	Unknown	None	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Unknown bird			
2015-10-	EWR	30-Oct-15	1	1	American Robin	UCA-	Dash-8-	4844	N338CA	PW-123	None	Approach	ARR.	04R	Robbinsd	None	3000	1500 ft	OFF	220	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	Yes		0	0	0
2015-10-	EWR	31-Oct-15	1	1	White-throated Sparrow							Unknown	ARR.	04R				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	Yes	Carcass was			
2015-10-	EWR	31-Oct-15	1	1	Blue-headed Vireo	(TCF)	Embraer	1560	N663RW		None	Unknown	ARR.	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Right side	No Cloud	0	0	0	1	0	0	Yes	Flight deasated			
2015-10-	LGA	31-Oct-15	1	1	Dark-eyed Junco	(AAL)	B737-800	3104	N914NN	CFM INTL	None	Approach	ARR.	04	UNKNOW	None	750	301 -	OFF	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Right side	No Cloud	0	0	0	1	0	0	Yes	At 1051L, FAA	0		0	0
2015-11-	EWR	01-Nov-15	0	0	Unknown Wildlife Species	(ASO)	Embraer	4691	N14558			Unknown	ARR.	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Flight deasated			
2015-11-	JFK	02-Nov-15	1	1	American Robin	JetBlue	A320 /	788	N527JB	IAE /	None	Unknown	ARR.	22R		Unknown		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	Leading	Some	0	0	0	1	0	0	Yes	Aircraft			
2015-11-	LGA	02-Nov-15	1	1	Hermit Thrush	Shuttle	EMB-		N27416	Turbo Fan		Unknown	ARR.	22		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	AT 1841L,	0			
2015-11-	EWR	02-Nov-15	1	1	American Robin	UNITED	Boeing	UA1079	N36469	Turbine-	None	Unknown	ARR.	22R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	0	0	1	0	0	Yes	SUASGE	0			
2015-11-	LGA	02-Nov-15	1	1	White-throated Sparrow	DAL - DELTA	Boeing	DAL307	N313AT	Turbo Fan	None	Approach	ARR.	22		None	4000	1500 ft	OFF		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	Yes	Pilot Gary	0	0		
2015-11-	LGA	02-Nov-15	1	1	Song Sparrow	DAL-Delta	Boeing	DAL368	N314AT	Turbo Fan	None	Unknown	ARR.	22		Unknown		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	Delta Mechanic			
2015-11-	EWR	03-Nov-15	1	1	Unknown Passerine	UAL	E175	3278	N727YX		None	Approach	ARR.	22L		None		Unknown	OFF		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		No Cloud	1	0	0	1	0	0	N/A	According to			
2015-11-	JFK	03-Nov-15	0	0	Unknown Wildlife Species	American	B767	312	N394AN	CF6	None	Approach	ARR.	UNK	Crl VOR	None	1500	1500 ft	OFF	180	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	0	0	Yes	Reported by			
2015-11-	EWR	03-Nov-15	0	0	Unknown Wildlife Species	FedEx	B757	3937	N997FD	PW	None	Approach	ARR.	22L	20 NM	None	6000	1500 ft	OFF	240	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		No Cloud	0	0	0	1	0	0	Yes	Not reported to			
2015-11-	JFK	04-Nov-15	1	0	Black-crowned Night Heron							Unknown	ARR.	22L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	0	0	0	0	Yes	Unreported			
2015-11-	LGA	04-Nov-15	0	0	Unknown Wildlife Species	SWA	737-700	2343	N239WN	CFM INTL	None	Approach	ARR.	04		None	200	0 - 300 ft	ON	135	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	1	0	1	0	0	0	Yes	Pilot reported	0	0	0
2015-11-	EWR	04-Nov-15	1	1	American Passerine	United	B737-900	1552	N75436		None	Unknown	ARR.	22L				Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	Strike was			
2015-11-	EWR	04-Nov-15	1	1	Palm Warbler	(ASO)	Embraer	4464	N16939		None	Approach	ARR.	22L		None	500	301 -	OFF	135	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Strike to the			
2015-11-	LGA	05-Nov-15	1	1	Unknown Wildlife Species	Endeavor Air	CRJ900	FLG1867	N604LR	Turbo Fan		Unknown	ARR.	22		None			Not A	OFF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	"Snares"	0	0	0
2015-11-	JFK	07-Nov-15	0	0	Unknown Wildlife Species	JetBlue	A320	1205	N641JB	IAE	None	Climb	DEP.	31L		None	2500	1500 ft	OFF	220	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	No damage			
2015-11-	EWR	08-Nov-15	1	1	American Goldfinch	(TCF) Shuttle	Embr-120	3508	N461XW	CF34-8E5	None	Unknown	ARR.	04R	Unknown	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Crew found on	0	0	0
2015-11-	LGA	08-Nov-15	1	1	Cedar Waxwing	American	E 175	4460	N138HO	GE / CF34	None	Descent	ARR.	31		None	2000	1500 ft	OFF	160	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		No Cloud	0	0	1	0	1	0	Yes	Captain Jason	0	0	0
2015-11-	LGA	08-Nov-15	1	1	American Robin	Delta	CRJ700	3310	N766EV	GE /	None	Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	0	0	0	Yes	Delta Ramp	0.33	0	0
2015-11-	LGA	08-Nov-15	1	1	American Woodcock	American	CRJ200	2739	N504AW	GE /	None	Approach	ARR.	31		None	2500	1500 ft	OFF	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	0	0	Yes	Captain Robert	0	$0	$0
2015-11-	EWR	08-Nov-15	1	1	American Robin	(ASO)	Embraer	3282	N11551		None	Approach	ARR.	04R		None	3500	1500 ft	OFF	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Strike obscured			
2015-11-	LGA	08-Nov-15	1	1	White-throated Sparrow	Delta	CRJ700	6166	N340CA	GE / CF34		Unknown	ARR.	31		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	Yes	Williams Nunez	0	0	0
2015-11-	EWR	08-Nov-15	1	1	White-throated Sparrow	UNITED	B737-200	779	N383UA		None	Approach	ARR.	22L		None	2600	1500 ft	OFF		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	Yes	EN ROUTE			
2015-11-	LGA	09-Nov-15	1	0	Ring-billed Gull	(AAL)	B-737-	398	N953AN	CFM INTL	None	Approach	ARR.	22		None	200	0 - 300 ft	ON	150	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	Some	1	0	0	0	0	0	Yes	Per MX Noel	0	0	0
2015-11-	JFK	09-Nov-15	0	0	Unknown Wildlife Species	Virgin	A310	416	N622VA	CFM56-		Unknown	RWY	UNK		None		Unknown	ON		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	No information			
2015-11-	EWR	11-Nov-15	1	1	White-throated Sparrow	(UAL)	Embraer		N13933		None	Descent	ARR.	UNK		None		Unknown	ON	180	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	1	0	0	0	1	0	Yes	Information			
2015-11-	EWR	11-Nov-15	1	1	Unknown Passerine	(UAL)	Boeing	83	N76004	GE90		Unknown	ARR.	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	1	0	0	Yes	Flight deasated			
2015-11-	EWR	11-Nov-15	0	0	Unknown Wildlife Species	(DAL) DELTA	Boeing	807	N951AT			Climb	DEP.	04L		None	700	301 -	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Flight crew			
2015-11-	LGA	11-Nov-15	1	0	Rock Pigeon	(ENY) ENVOY	E140	3631	N281AE	ROLLS	None	Taxi	TWY	TWY		Aircraft	0	0 - 300 ft	ON	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Inner Cockatn	1		$0	$0
2015-11-	EWR	11-Nov-15	1	1	American Robin	UNITED	B757-200	1460	N67134	RB211	None	Climb	DEP.	UNK	WEST	Precaution	3000	1500 ft	OFF	240	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Some	0	1	0	1	0	0	Yes	Flight's crein	0		0	0
2015-11-	EWR	11-Nov-15	1	1	American Robin	United	B737-200	1775	N41140	RB3B-		Unknown	ARR.	04R		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	0	0	0			0		0	0
2015-11-	EWR	11-Nov-15	0	0	Unknown Wildlife Species	FedEx	MD11	760	N621FE	Pratt/Whi	None	Approach	ARR.	04R	10 m/le	None	3000	1500 ft	OFF	180	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		No Cloud	0	0	0	1	0	0	Yes	Not reported to			
2015-11-	LGA	12-Nov-15	1	1	Mourning Dove	(ASO)	CRJ700	6460	N715EV	CF34	None	Unknown	ARR.	31		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	0	0	0	Yes	Mechanic	0	0	0
2015-11-	LGA	12-Nov-15	1	1	American Robin	Expressjet	CRJ700	4494	N723EV	CF34	None	Unknown	ARR.	31		Unknown		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Overcast	0	0	0	1	0	0	Yes	Pilot	0	0	0
2015-11-	EWR	12-Nov-15	1	1	Unknown Passerine	(FDX) FEDEX	B-757-	2059	N910FE	RB211-	None	Approach	ARR.	04L	4.5 m/le	None	1400	301 -	OFF	130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	Yes	Information			
2015-12-	EWR	12-Nov-15	0	0	Unknown Wildlife Species	(UAL)	Boeing	3141	N37868	Rolls	None	Descent	ARR.	22L		None		Unknown	ON		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Information			
2015-11-	EWR	13-Nov-15	1	1	Herring Gull	JetBlue	A320	228	N532JB		None	Approach	ARR.	29		None	500	301 -	OFF	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	Yes	Aircraft			
2015-11-	EWR	14-Nov-15	1	1	Red-tailed Hawk	(POI)	Dash 8	135	C-GKQF			Unknown	ARR.	29		None		Unknown	ON		0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Large bird.			
2015-11-	EWR	14-Nov-15	1	1	American Robin	(UAL)	Boeing	87	N78013	GE 90	None	Approach	ARR.	22L		None	2500	1500 ft	OFF		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Crew be stated			
2015-11-	EWR	14-Nov-15	1	1	American Robin	(UAL)	Boeing	1482	N14102		None	Unknown	ARR.	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Strike			
2015-11-	LGA	14-Nov-15	1	1	American Robin	DAL Delta	MD-88	2828	N978DL	P&Wpwr	None	Unknown	ARR.	31		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Maintenance	0	0	0
2015-11-	LGA	14-Nov-15	1	1	Unknown Passerine	JSU JetBlue	A320	1640	N643JB	V2527-A5	None	Approach	ARR.	31	XNAV	None	3000	1500 ft	OFF	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Bird was struck	0	0	0
2015-11-	JFK	14-Nov-15	1	1	American Robin	JETBLUE	A320	836	N704JB	IAE	None	Unknown	ARR.	22L		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Pilots ditch			
2015-11-	JFK	14-Nov-15	0	0	"SNARGE"	JetBlue	A320	733	N593JB	IAE	None	Unknown	ARR.	22L		None		Unknown	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	0	0	Yes	Nose samples			
2015-11-	EWR	15-Nov-15	1	1	American Tree Sparrow	United	B737-500	UA894	N14115	ROLLS-	None	Landing	ARR.	22L		None		0 - 300 ft	ON		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	SNARGE			
2015-11-	JFK	15-Nov-15	1	1	American Robin	American	B737-800	AA 2182	N916AN		None	Approach	ARR.	22R				Unknown	ON		0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	1	0	0	1	0	Yes	Flight AAL2182			
2015-11-	EWR	16-Nov-15	1	0	Herring Gull	UNKNOWN	UNKNOW	UNKNOW	UNKNOW	UNKNOW	None	Unknown	ARR.	04R		Unknown	UNKNOW	Unknown	ON	UNKNOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	1	0	0	Yes	The gull was			
2015-11-	JFK	16-Nov-15	1	1	Snow Bunting	Aer Lingus	A 330-	EI 109	EI EIA	GE CF6	None	Approach	ARR.	04R		None	50	0 - 300 ft	ON	140	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	Yes	JFK ATCT			
2015-11-	EWR	16-Nov-15	0	0	Unknown Wildlife Species	CommutAir	DHA 300	4440	N879CA	PW123	None	Approach	ARR.	04R		None	7000	1500 ft	OFF	230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	1	0	0	1	0	0	Yes	Not reported to			
2015-11-	LGA	16-Nov-15	1	1	American Robin	(AAL)	BOEING	88	N557NN	CFM INTL	None	Approach	ARR.	31	10 MILES	None	5000	1500 ft	OFF	250	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	0	0	Yes	Per Captain	0		0	0
2015-11-	LGA	16-Nov-15	1	1	American Robin	(FPA)	EMB-145LR	2726	GE / CF34	GE / CF34	None	Approach	ARR.	31	03 m/les	None		Unknown	OFF		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	0	0	Yes	Per MX Nelson	0		0	0
2015-11-	EWR	16-Nov-15	0	0	Unknown Wildlife Species	SouthWest	737-700	284	N412LV	CFM56			ARR.	04R		None	1500	301 -	OFF	180	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Southwest			
2015-11-	EWR	16-Nov-15	0	0	Unknown Wildlife Species	SouthWest	737-700	284	N414LV	CFM56		Unknown	ARR.	04R		None	6000	1500 ft	OFF	250	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	1	0	0	Yes	Southwest			
2015-11-	LGA	16-Nov-15	1	1	Unknown Passerine	(TCF)		4322	N573RP	ROLLS-	None	Approach	ARR.	31	UNK	None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	0	0	Yes	Per MX Jose	0		0	0
2015-11-	LGA	16-Nov-15	1	1	American Robin	(AWI) US	AIRBUS /	2740	N519UW	IAE /	None	Approach	ARR.	04		None	5000	1500 ft	OFF	250	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Some	0	0	0	0	0	0	Yes	Per Captain	0		0	0
2015-11-	EWR	16-Nov-15	1	1	White-throated Sparrow	UNITED	Q400	4316	321NQ		None	Unknown	ARR.	04R		None		Unknown	ON		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	0	0	Yes	Snares found			
2015-11-	EWR	16-Nov-15	1	1	Hermit Thrush	United	E145	4533	14570		None	Unknown	ARR.	04R		None		Unknown	ON		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No Cloud	0	0	0	0	0	0	Yes	First officer			
2015-11-	EWR	16-Nov-15	1	1	Swainsons Thrush	VRD	A320-214	1178	N631VA	CFM INTL	None	Approach	ARR.	04R		None

| Gsfn nat ion # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Ac No | Registered on # | Engine Make | Precipitation | Phase of Flight | Ari/Des | RWY or TWY | Location | Effect on Flight | Height | Height Range | Off or Off Airport | Speed | Radome Strck | Windshld & Strck | Nose Strck | Engine #1 Strck | Engine #2 Strck | Engine #3 Strck | Engine #4 Strck | Incepted | Radome Damaged | Windshld Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Strck | Wing/Rot or Strck | Fuselage Strck | Landing Gear Strck | Tail Strck | Lights Strck | Other Strck | Propeller Damaged | Wing/Rot or Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Light Damaged | Other Damaged | Other Part | Effect on Flight ID(Cat) | Sky Condition | Seen 1 | Seen 2-10 | Seen 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Memo/Data | AOS | Repair Costs | Other Costs |
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| Cost Index ID # | Airport | Event Time | Remains Collected | Remains Sent | Species | Carrier | Aircraft Make | Aircraft Model | Registration # | Engine Make | Precipitation | Phase of Flight | Air/Dnd | RWY or TWY | Location | Effect on Flight | Height | Height Range | ON or OFF Airport | Speed | Radome Struck | Windshield Struck | Nose Struck | Engine #1 Struck | Engine #2 Struck | Engine #3 Struck | Engine #4 Struck | Ingested | Radome Damaged | Windshield Damaged | Nose Damaged | Engine #1 Damaged | Engine #2 Damaged | Engine #3 Damaged | Engine #4 Damaged | Propeller Struck | Wing/Rotor Struck | Fuselage Struck | Landing Gear Struck | Tail Strike | Lights Strike | Other Strike | Propeller Damaged | Wing/Rotor Damaged | Fuselage Damaged | Landing Gear Damaged | Tail Damaged | Light Damaged | Other Damaged | Other Part | Effect on Flight (Other) | Sky Condition | Sem 1 | Sem 2-10 | Sem 11-100 | Struck 1 | Struck 2-10 | Struck 11-100 | Pilot Warned | Remarks/Date | AOS | Repair Costs | Other Costs |
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