

**(20) WASHINGTON DULLES INTERNATIONAL AIRPORT CONSTRUCTION AND ITS IMPLICATIONS ON WILDLIFE DAMAGE MANAGEMENT**

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The construction boom, starting in 1999, at Washington Dulles International Airport (IAD) has caused airport management and wildlife managers to re-assess wildlife damage management strategies on a regular basis. IAD is currently developing an Environmental Impact Statement (EIS) for the airport expansion project that will encompass two additional runways with attaching taxiways, two terminal buildings, a subway system, an air traffic control tower, and supporting roads and structures. Since 2000, USDA Wildlife Services (USDA WS) has been involved in the planning and development phase of construction projects to reduce the creation of wildlife attractants. USDA WS has worked with airport management on the construction of seven new detention ponds, educating contractors on the proper installation of temporary fence when the permanent security fence was breached due to construction, planting of non-palatable ground covers in disturbed areas, and ensuring displaced wildlife from lost habitat would not gain access to the AOA (and have a plan in place to alleviate the problem if this occurred). Increased surveillance of the AOA security fence and maintenance of any breeches, alleviation of airfield attractants (e.g., temporary standing water and wildlife food sources), and removal of all woodland habitats were components of the plan. Increased human activity associated with the construction was both beneficial and detrimental to wildlife management. Benefits included having more eyes on the airfield during working hours to identify hazardous wildlife conditions, whereas detriments were increased vigilance and safety of construction workers and their equipment in the control of wildlife and entrance points left open for easy vehicle access (and potentially wildlife). The construction at IAD has forced construction planners, airport engineers, airport management, and wildlife managers to learn the diverse intricacies of airport construction. Ultimately, this will foster a long-range integrated wildlife damage management plan into all phases of airport construction for the ever-changing airport environment.

**(21) BEHAVIORAL RESPONSE OF GULLS TO A LETHAL CONTROL PROGRAM AT A NEW YORK AIRPORT**

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An airport in southeastern New York reported 80-315 bird-aircraft collisions annually from 1979-1999, causing millions of dollars in damage to aircraft and resulting in 65 aborted take-offs and 60 damaged engines. U. S. Department of Agriculture (USDA) biologists initiated a management program in 1991 to reduce strikes by shooting gulls (*Larus* sp.) attempting to fly over the airport. In 2000 and 2001, we documented behavioral responses of great black-backed gulls (*L. marinus*), herring gulls (*L. argentatus*), laughing gulls (*L. atricilla*), and ring-billed gulls (*L. delawarensis*) to active shooting stations, simulated shooting stations, and concealed