

following seeding of grasses. During 2001, Canada geese showed no foraging preference between the fescue and ryegrass plots. However, after two additional growing seasons, the tall fescue formed a monoculture in the fescue plots. During 2003, Canada geese fed almost exclusively in the ryegrass plots and avoided foraging the tall fescue plots. Our findings suggest tall fescue might be a favorable species for airfields and other areas where Canada geese are unwanted. For renovations and new seedings on airfields, plants should be carefully selected that are not attractive to wildlife, are adapted to the local climate and soils, and can be maintained (e.g., mowing). Additional research is needed to better define existing and new plants (e.g., grasses, trees) and their management that will readily establish in the various geographic regions in the United States but are undesirable to wildlife.

**(25) THE WILDLIFE HAZARD CONTROL TOUR OF BWI: RESULTS OF FIVE YEARS OF COOPERATIVE EFFORTS BETWEEN MARYLAND AVIATION ADMINISTRATION AND USDA, WILDLIFE SERVICES**

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USDA entered into a cooperative service agreement with MAA at BWI Airport and Martin State Airport in October 1999 to help alleviate hazards found on/near the airport environment. As an operating condition required by CFR 139, BWI Airport has an FAA approved Wildlife Hazard Management Plan that serves as a guideline to MAA personnel at both airports. USDA and MAA have been working together to develop unique habitat management techniques for new construction and future development, land use planning, effective bird barriers and exclusion devices on MAA property, and to provide continuous education and awareness to airport tenants and vendors. The outdoor field trip at BWI will begin at the newly constructed Consolidated Rental Car Facility. After reviewing many building plans, USDA recommendations, FAA guidance, Maryland's land use regulations to identify wildlife hazard management goals, and the scope of MAA's authority to evaluate public and private development projects within the BWI Airport Zone, the goal of avoiding a possible influx of wildlife populations was accomplished. On the airfield, solutions to problems have included the use of exclusion netting and wire grid systems. The BWI Fire & Rescue building that was infested with Barn Swallows alleviated their problem with the use of exclusion netting. During the Wildlife Hazard Assessment in 2000, the stormwater management pond located adjacent to the fire department was found to attract large flocks of geese throughout the year. BWI successfully installed an overhead wire grid system (10 x 5 ft. spacing) to deter geese. USDA and MAA continue to be proactive and resourceful in their efforts to provide a safe environment for the traveling public and to accommodate BWI's dynamic changing environment.

**(26) TOWARD AN INTEGRATED NORTH AMERICAN BIRD AVOIDANCE SYSTEM: ORGANIZATIONAL AND TECHNOLOGY UPDATE**

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A disproportionate amount of bird strike damage to both civil and military aircraft occurs off versus on airfield property. As bird control efforts or population management can rarely be