
DAYTON—WRIGHT BROTHERS (MGY)(KMGY) 10 S UTC-5(-4DT) N39°35.34' W84°13.49' CINCINNATI
 957 B NOTAM FILE MGY H-10G, L-27E
RWY 02-20: H5000X100 (ASPH-GRVD) S-50, D-60 MIRL 0.4% up N IAP
RWY 02: PAPI(P2L)—GA 3.0° TCH 49'. Trees.
RWY 20: MALS. PAPI(P4L)—GA 3.0° TCH 39'. Thld dsplcd 590'. Road.
SERVICE: S4 **FUEL** 100LL, JET A, A+ **OX** 1, 3, 4 **LGT** ACTIVATE MALS Rwy 20; PAPI Rwy 20; MIRL Rwy 02-20—CTAF.
 Twy lights on SS-SR.
AIRPORT REMARKS: Attended 1300-0200Z†. Sfc conditions unmonitored 2030-1200Z† weekdays, all day weekends and
 hols. Birds and deer on and invof arpt. Rwy gross weight per arpt mgr. Full power maintenance run-ups prohibited in the
 holding apron at the northwest corner of Twy A between the hours of 0800L to 1700L Mon thru Fri.
AIRPORT MANAGER: 937-454-8230
WEATHER DATA SOURCES: ASOS 118.375 (937) 885-2171.
COMMUNICATIONS: CTAF/UNICOM 122.8
 ® **COLUMBUS APP/DEP CON** 118.85
CLNC DEL 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 300° 21.9 NM to fld. 1052/4W.
 VOR/DME unmonitored when ATCT clsd.
 VOR unusable:
 051°-169°
 170°-200°
 DME unusable:
 170°-200°
LOC/DME 109.5 I-MGY Chan 32 Rwy 20. LOC unusable inside 1.2 NM.

GREENE CO—LEWIS A JACKSON RGNL (I19) 10 E UTC-5(-4DT) N39°41.44' W83°59.57' CINCINNATI
 949 B NOTAM FILE DAY H-10G, L-27E
RWY 07-25: H5004X75 (ASPH) S-30 LIRL 0.8% up E IAP
RWY 07: REIL. PAPI(P2L)—GA 3.5° TCH 30'. Trees.
RWY 25: REIL. PAPI(P2L)—GA 3.5° TCH 31'.
SERVICE: S4 **FUEL** 100LL, JET A+ **OX** 1 **LGT** Actvt REIL Rwy 07 & 25; LIRL Rwy 07-25—CTAF. Rwy 25 PAPI unusbl
 byd 6 degs L of cntrl.
AIRPORT REMARKS: Attended Apr-Oct 1300-0100Z†, Nov-Mar 1300-2300Z†. Unattended Thanksgiving, Christmas and New
 Years Day. Fuel available 24 hrs with credit card ctc FBO 937-347-1302. Birds and deer on and invof arpt. Extsv flt trg
 act.
AIRPORT MANAGER: 937-376-8107
WEATHER DATA SOURCES: AWOS-3 118.525 (937) 372-4668.
COMMUNICATIONS: CTAF/UNICOM 122.7
 ® **COLUMBUS APP/DEP CON** 118.85
CLEARANCE DELIVERY PHONE: For CD ctc Columbus Apch at 614-338-8537.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78' W83°48.07' 334° 18.0 NM to fld. 1052/4W.
 VOR/DME unmonitored when ATCT clsd.
 VOR unusable:
 051°-169°
 170°-200°
 DME unusable:
 170°-200°

Greene County - Lewis A. Jackson

N 39-41-26.60 W 83-59-34.00



Imagery Source: OSIP 3

Imagery Date: 03/05/2018

DAYTON**I19**Elevation **948'****Greene County - Lewis A. Jackson****N 39-41-26.60 W 83-59-34.00****AWOS/ASOS: 118.525 (937) 372-4668****Communications**ATIS: Clncl Del: **GCO (see remarks)**Tower: Unicom: **122.7**Ground: Runway Lights: **122.7**Dep/App: **118.85 Columbus App/Dep****Runway Information**

<u>Runway</u>	<u>L x W</u>	<u>Surface</u>	<u>Approach Aids</u>	<u>Dspl Thld</u>
07/25	5,004' X 75'	ASPH	P2L REIL /P2L REIL	

Traffic Pattern: **STANDARD****General Information**Owner: GREENE COUNTY REGNL
ARPT AUTH

Manager: DAVE KUSHNER

Arpt Add: 140 N VALLEY RD,
XENIA, OH 45385

Phone: (937) 376-8107

FBO: Mac Air (937) 347-1302

<u>Months</u>	<u>Days</u>	<u>Hours</u>
APR-OCT	ALL	0800-2000
NOV MAR	ALL	0800-1800

Food: Vending Machines

Services

Fuel: 100LL A+

Repairs: MAJOR MAJOR

Storage: HGR/TIE

Remarks

- 1) BIRDS & DEER ON & INVOF ARPT.
- 2) FUEL AVBL 24 HRS WITH CREDIT CARD CTC FBO - (937) 347-1302.
- 3) UNATNDD CHRISTMAS, NEW YEARS & THANKSGIVING DAYS.



Federal Aviation Administration

National Part 139 CertAlert

****Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive****

Date: 08/03/2016 **No. 16-03**

To: Airport Operators and FAA Airport Certification Safety Inspectors (ACSIIs)

Subject: Recommended Wildlife Exclusion Fencing

Point of Contact: Amy Anderson, AAS-300, (202) 267-7205
Email: amy.anderson@faa.gov

1. Purpose.

This CertAlert contains airfield exclusion methods for deer and other large mammals.

2. Cancellation.

This CertAlert cancels CertAlert 01-01, Deer Aircraft Hazard, dated February 1, 2001; CertAlert 02-09, Alternative Deer Fencing, dated December 12, 2002; and CertAlert 04-16, Deer Hazard to Aircraft and Deer Fencing, dated December 13, 2004.

3. Background.

Elevated deer and coyote populations in the United States represent an increasingly serious threat to both Commercial and General Aviation Aircraft. According to the National Wildlife Strike Database, deer and coyote are the most frequently struck terrestrial mammals (37 and 34 percent, respectively). Deer are responsible for 92 percent of the mammal strikes that resulted in damage. From 1990 to 2015, over 1,107 deer-aircraft collisions and 487 coyote-aircraft collisions were reported to the Federal Aviation Administration (FAA). Of these reports, 932 of the deer strikes (84%) and 43 of the coyote strikes (9%) indicated the aircraft was damaged as a result of the collision.

The FAA reminds airport operators that controlling deer and other medium to large terrestrial mammals on and around airfields is very important. Two recent incidents include a Cessna 195B sustaining significant damage on landing as a result of veering off the runway to avoid striking white-tailed deer in Virginia and a Cessna 310 that was destroyed on approach to an airport in Michigan when it collided with a white-tailed deer.

4. Recommendations.

Proper fencing is the best way of keeping deer and coyotes off aircraft movement areas. In some cases, deer have been observed jumping over 8-foot fencing and coyotes have been observed scaling 6-foot fencing. Deer and coyotes can fit through very small gaps between

gates and under fencing. Deer have been observed squeezing through a 7.5-inch gap at the bottom of a fence. Coyotes can fit through 6 inch x 4 inch gaps under a fence and they will also dig under the fence to access the airfield.

The FAA recommends a 10-foot fence¹ with 3-strand barbed wire outriggers. In some cases, an airport may be able to use an 8-foot fence with 3-strand barbed-wire outriggers, depending on the amount of deer activity in a local area.

A 4- to 5-foot skirt of fencing material, attached to the bottom of the fence and buried at a 45-degree angle on the outside of the fence, is ideal to prevent animals from digging under the fence and reduce the chance of washouts. If the fence skirting cannot be installed at a 45-degree angle, then it is acceptable to install it horizontally underground several inches beneath the surface. This type of fencing also greatly increases airport security and safety. A concrete base² along the bottom of the fence is also an option to prevent burrowing or digging under the fence. Airport Operators should keep the fence line right-of-way free of excess vegetation. The fence line should be inspected daily, and a fence inspection schedule should be included in an airport's Wildlife Hazard Management Plan (WHMP). If the proposed inspection schedule is less than daily, it should be approved by an ACSI for Part 139 certificated airports. Washouts, breaks, or other holes in the fence need to be repaired as soon as they are discovered.

Gates should close with less than 6-inch gaps to prevent entry by deer or coyotes. If the gates have gaps along the bottom, installation of concrete "speed bumps" under the gate can be a solution. If the gaps are between the gates or the poles, a heavy brush material or interlocking metal bars can also be installed to preclude entry by deer or coyote. In some cases, a single strand of barbed wire strung between the bottom of the fence and the ground where there are gaps will minimize the potential for wildlife access.

Chain link fencing is a type of wire-mesh fencing. Other types of wire-mesh fencing that are suitable for exclusion of wildlife at airports include woven-wire and v-mesh fencing. Also, high tensile welded-wire fencing has been used successfully at different airports to exclude deer and coyotes. However, these types of fencing must be researched thoroughly when choosing an adequate fencing material for an airport due to the variability in durability, life span, and the spacing of mesh and welded wire.

In some cases, electric fencing or matting may offer a suitable alternative. Recent improvements in fencing components and design have greatly increased the effectiveness and ease of installation of electric fences. Tests by the U.S. Department of Agriculture (USDA), National Wildlife Research Center, have shown that some 4- to 6-foot, 5- to 9-strand electric fences designs can be 99% effective at stopping deer. Installation of some of the newer electric fences requires neither specialized equipment nor training; however, they may require more maintenance than other types of fence and must be consistently electrified. Airport sponsors must contact their local Airport District Office (ADO) to

¹ AC No: 150/5370-10G, *Standards for Specifying Construction of Airports* (Part 8 – Fencing), provides details on different fencing and post materials (e.g., chain link, welded and woven wire mesh, galvanized or pvc coating, etc.).

² Additional information regarding underground skirting, fence base materials, vegetation clearance recommendations, and installation procedures can be found in AC 150/5370-10G.

discuss eligibility for AIP funding or requirements for a Modification to Standards (MOS).

In limited situations, the use of non-conductive, composite, frangible electric fence posts and fence conductors may allow the installation of electric fence closer to the aircraft movement area than would normally be allowed with standard link fencing material. Please note that electric fencing may produce radio frequency interference that could be disruptive to NAVAIDS and airport communications and should be considered when determining types of fencing.

The key for excluding deer and coyotes is the proper installation and maintenance of a fence that is:

- Of sufficient height to deter jumping and scaling
- Constructed of a material that is difficult to penetrate
- Constructed fully around the airfield without gaps below the fence or at the gates or that mitigates the gaps with other exclusionary materials
- Constructed to deter digging or burrowing under the fence

The most suitable fence for an airport depends on many factors, including the observed wildlife hazards, the potential impacts of certain types of fencing, seasonality of hazards, costs (both for construction and maintenance), and adjacent habitat types. Airport sponsors must contact their local ADO to discuss what types of fencing are eligible for AIP funding.

For proposed fencing that will intersect wetlands or surface waters (streams, rivers, etc.), the airport sponsor should determine what state and federal permits will be required prior to installation. Fencing that is located in wetlands or over surface waters typically requires additional maintenance and/or cleaning due to debris getting caught and potentially damaging the fence. If a culvert is located along the perimeter fence, grates or some other barrier should be placed over the culvert to ensure wildlife cannot access the airfield through the culvert. The barrier should allow for water movement and should be inspected and cleared of debris regularly to ensure water is flowing efficiently.

Airport sponsors should include new and/or improved wildlife fencing in their WHMP as a prioritized action item. If deer are observed on or near the aircraft movement area, immediate action must be taken to remove them.

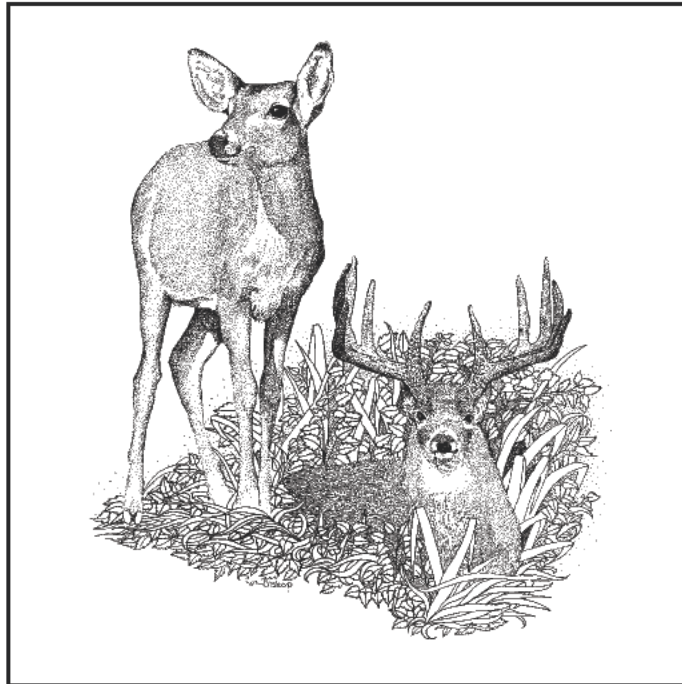
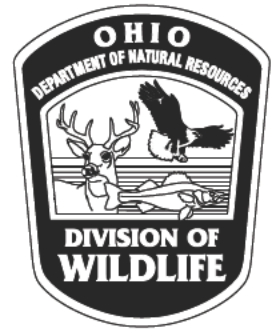
Airport operators can contact the State Wildlife Management Agency or the nearest USDA, Wildlife Services Office for assistance with deer problems.



Brian Rushforth, Manager
Airport Safety and Operations Division, AAS-300

White-tailed Deer

Scientific Name: *Odocoileus virginianus*



Publication 101
(R503)

Introduction

The white-tailed deer, commonly referred to as the whitetail, is perhaps Ohio's best-known wildlife species. It is seen in the state's wildlife areas, parks, and nature preserves as well as in the backyards of rural and suburban residents. The state's only big game animal, it has provided table fare for generations of the state's inhabitants from Native Americans to thousands of sportsmen and women today. However, the white-tailed deer hasn't always been as abundant in the state as it is today. As a matter of fact, there was a period of time (1904 to 1923) when the deer was absent in the state. As Ohio was settled, habitat was eliminated and hunting was unregulated. By the early 1900s white-tailed deer were extremely rare in the state. Between the 1920s and 1930s, limited stocking combined with the natural movement of deer from neighboring states into Ohio, and the establishment and strict enforcement of hunting laws allowed the development of a herd that today occupies all 88 counties.

Description

The whitetail has two seasonal coats. The spring/summer coat is reddish tan, and relatively short, with a thin and wiry hair texture. The winter coat is more grayish or even bluish tan

with heavy, long guard hairs and a thick undercoat that provides excellent insulation. White patches are found around the eyes, on the throat, belly, tail (underside), and insides of the legs. When in flight, the large white tail or *flag*, flipped up in the air can be the easiest way to spot the deer.

Whitetails, especially in Ohio, are also well known for their antlers. The whitetail buck grows its first set of antlers when it is a year old. Each year, a buck's antlers begin growing in the early spring. The developing antler is covered with a thick velvety skin rich with blood vessels and nerves. Decreasing day length in the late summer and early fall triggers many physical changes in the buck, including termination of the blood supply to the antlers. The antlers begin to harden soon thereafter and by August or September, the velvet is shed as the buck rubs his antlers against trees and other solid objects in the fields and woods. The buck is left with a rack of hard polished antlers. In a sound environment—abundant and nutritious food and water—racks can grow to massive size. Deer in poor habitat will not only appear thin, but have small antlers as well. Unlike horns of cattle, antlers are not a permanent part of a male deer's body. In Ohio, bucks typically shed or drop their antlers in December and January, following the fall breeding season.

Habitat and Habits

Whitetails are active around the clock, but less so during daylight hours. Most often, white-tailed deer are on the move at dawn and dusk. This behavior can prove hazardous to humans during the breeding season in the fall. Commuters to and from work often encounter deer on the move at this time of year which can result in serious accidents. Drivers should pay special attention October through December when traveling through zones marked with deer crossing signs.

White-tailed deer are often admired for their graceful movement. People enjoy watching them run across a field or clear a fence or other barrier from a virtual standstill. Deer have been recorded leaping heights of as much as eight feet to clear a fence or barrier.

Whitetails are not very vocal, but scientists have identified at least 13 different sounds they make that are associated with various activities and behaviors.

Hearing, sight, and smell are well developed in the white-tailed deer as any hunter will verify. Individually these senses are impressive; in combination they go a long way in helping deer survive. Hearing is used to identify the presence of other animals, including human beings, nearby. Smell is also used for this purpose and to help the deer select food. The whitetail's eyes are set to the side of its head allowing it to see almost all the way around its body.

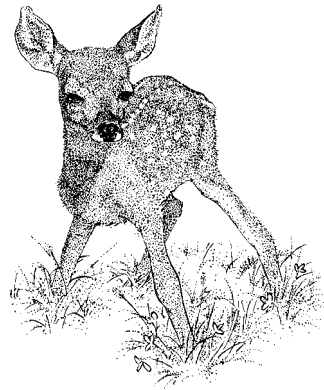
Whitetails prefer an area with diverse food and cover types, including mixed-aged timber stands. Ideal habitat will provide a mixture of forest, brushland, and cropland in blocks of one to two square miles.

Deer in Ohio eat a wide variety of items; among them are: wild crabapple, corn, sumac, Japanese honeysuckle, grasses, greenbriar, clover, soybeans, jewelweed, acorns, dogwoods, and miscellaneous woody plants.

Reproduction and Care of the Young

Courtship activities among deer begin in mid-October. Bucks will chase does over a period of five or six days prior to mating. The buck will mate with a doe several times and remain with her for a few days keeping other males away. Eventually the two will separate and the male will go on to breed more does before the breeding or *rutting* period ends. The buck provides no assistance to the female in caring for the fawn(s). In good habitat, many fawn does will be bred their first fall and give birth to a single fawn the following spring when they are only a year old. Most adult does will have twins and occasionally triplets. Fawns are born quickly with the doe either standing or ly-

ing down. Does may return to the same place each year to give birth. When born, male fawns weigh between 4 and 14 pounds, and females 3-8 pounds. Fawns are born with their eyes open and they are able to walk within an hour or two. Fawns will nurse two or three times a day for the first few days after birth and then return to thick cover after each meal. At about one month the fawns begin to accompany their mother when she goes to eat. The family group of mother and fawns will stay together until the following spring. At that time, the doe will return to her favorite fawning territory, excluding all deer, including her fawns, from this preferred area. Her doe fawns will remain in the general area and rejoin her sometime mid- to late summer. They will remain in proximity of their mother their entire life. Buck fawns, in most cases, will leave their birth area in the spring and travel great distances to set up new home ranges. Those bucks that don't leave in the spring will be forced to do so in the fall, both by their mother and other related females.



Management Plans

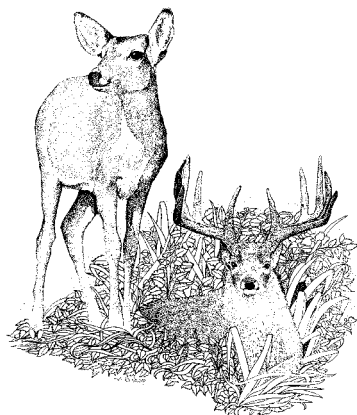
Whitetail deer are perhaps the most intensively managed wildlife species in the state. Deer are many things to many people. They may be viewed as superb game fare and a trophy by sportsmen and women, a prized addition to the landscape by the nature enthusiast, a threat to crops by the forester and farmer, or a road hazard for the motorist. Accommodating these diverse interests has been the responsibility of the ODNR Division of Wildlife since deer began returning to the state in 1923.

The Division's official deer management goal is to maintain county deer populations at a level that provides maximum recreational opportunity including hunting, viewing, and photography, while minimizing conflicts with agriculture, motor travel, and other human activities. Each year wildlife biologists evaluate deer herd population numbers and establish appropriate hunting season dates and bag limits for white-tailed deer.



Viewing Opportunities

You usually don't have to go far in Ohio to see a white-tailed deer. They are present in all 88 counties and are often seen along the road, in local parks, and sometimes your own backyard. Twenty-nine of Ohio's 80 Watchable Wildlife sites are recommended as places to see white-tailed deer. Among them are: Deer Creek, Killdeer Plains, Spencer Lake, Funk Bottoms, Killbuck Marsh, Salt Fork, Egypt Valley, and Waterloo wildlife areas; Paint Creek and Hueston Woods state parks; Mohican-Memorial, Hocking, and Shawnee state forests; and Fowler Woods and Tinkers Creek state nature preserves.



Do Something Wild!

The ODNR Division of Wildlife manages for wildlife diversity in the state. We attempt to create or conserve the habitats that will support as wide a variety of wildlife as possible. Many species like the white-tailed deer are hunted in the state, but many more are not. The Division has a special program to manage and research non-game species that is supported by the generous citizens of the state of Ohio. With money either donated through the state income tax checkoff, by the purchase of wildlife license plates, or direct contributions to the Endangered Species Special Account, the Division is able to purchase critical habitat that is essential to sustaining many species of wildlife and to implement special efforts like the reintroduction of the osprey and the trumpeter swan to the state.

Contributions to our Wildlife Diversity Program are accepted throughout the year. To make a donation, please send a check to: Endangered Species Special Account, ODNR Division of Wildlife, 2045 Morse Road, Bldg. G, Columbus, Ohio 43229-6693. All contributions, whether made on your income tax return or directly, are deductible.

At a Glance

Mating: Polygamous

Peak Breeding Activity: Early to mid-November; begins as early as mid-October and runs through mid-January

Gestation: 187-222 days; average 200 days

Young are Born: Mid-May through July; peak in late May through mid-June

Litter Size: 1 in first year; 2 and sometimes 3 in later years

Young Leave Parents: Weaned at 10-12 weeks

Number of Litters per Year: 1

Adult Weight: Males-130-300 pounds; females-90-210 pounds

Adult Body Length: 52-95 inches

Life Expectancy: Up to 15 years, but the average is 2 years for males and 3 years for females in the wild

Migration Pattern: Year-round resident; home range is 1/2 -2 square miles

Typical Foods: Include wild crabapple, corn, sumac leaves and stems, grasses, clover leaves, jewelweed leaves, acorns, and dogwood fruits and stems

Native to Ohio: Yes.



Ted Strickland, Governor / Sean D. Logan, Director / David M. Graham, Chief
An Equal Opportunity Employer - M/F/H