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Comment from Jennifer Puccio

Posted by the **Federal Aviation Administration** on Nov 24, 2025[Docket \(/docket/FAA-2025-2317\)](/docket/FAA-2025-2317) / [Document \(FAA-2025-2317-0001\) \(/document/FAA-2025-2317-0001\)](/document/FAA-2025-2317-0001)
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Forgive me if I am misunderstanding, but if this is simply a renewal for the following, I am in agreement. However, one critical international aspect has not been mentioned. We have a treaty with Canada and Mexico regarding birds that migrate (yes, Migratory Bird treaty), which of course tend to fly some of the altitudes planes fly in. There are four agencies that monitor each of the 4 migratory bird routes. Their annual count is vital to protecting our and our neighbor's crop production and determining actions to be taken if reducing the population is needed. These things not only prevent ecosystems from becoming the "enemy of the people" and of "themselves" but it saves our governments money. For example, bats (who fly) save U.S. agriculture billions of dollars annually since they are a natural pest control for crops, which reduce pesticide costs and use. Their loss would harm agriculture, food chain, and ecosystems. (I learned that from a simple Google search.) <https://www.usgs.gov/centers/nwhc/science/white-nose-syndrome-vaccine-updates>. Also, when is it a good idea to not renew something that could prevent future plane hazards and crashes? "The collection involves voluntary reporting of bird/other wildlife strike information following a wildlife strike incident with aircraft. This data becomes part of the publicly available National Wildlife Strike Database. The information to be collected is necessary because it provides critical information that allows the FAA to determine high-risk species, track national trends, evaluate the FAA's wildlife hazard management program, and monitor compliance with Title 14 Code of Federal Regulations, Part 139, Section 139.337—Wildlife Hazard Management. Additionally, this essential information allows engine and airframe manufacturers to evaluate the effectiveness of aircraft components. It also helps airports identify and mitigate hazardous species and the location of wildlife attractants, affords a better understanding of strike dynamics, and provides key metrics for an airport to evaluate the effectiveness of its wildlife management program."

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