DEPARTMENT OF THE NAVY
NAVAL AIR STATION WHIDBEY ISLAND
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NAS WHIDBEY ISLAND INSTRUCTION 3700.3B

From: Commanding Officer, Naval Air Station Whidbey Island

Subj: BIRD AIRCRAFT STRIKE HAZARD PLAN

Ref: (a) CNICINST 3750.1
(b) CNIC M-BASH
(c) OPNAVINST 3750.6S
(d) OPNAVINST 3750.21
(e) OPNAVINST 5090.1D
(f) CNAFM 3710.7
(g) FAA Handbook 7110.65
(h) NAVFAC P-73, Vol II

Encl: (1) NAS Whidbey Island BASH Plan
(2) BASH Zone Depiction
(3) Arms, Ammunition, and Explosives (AA&E) Standard Operating Procedures (SOP)
(4) Wildlife Detection and Dispersal Team Joint Qualification Requirements (JQR)

1. Purpose. To issue the Bird Aircraft Strike Hazard (BASH) Plan as enclosure (1), which provides a program per references (a) through (f) to reduce the potential for collisions between aircraft and birds or other animals.

2. Cancellation. NASWHIDBEYINST 3700.3A

3. Background. No single solution exists to the BASH problem; a variety of techniques and organizations must be involved to ensure success of this program. The program encompasses all actions which may identify, reduce, or eliminate bird or other animal hazards to aviation, specifically, bird avoidance and bird control (including harassment, grounds maintenance, habitat modification, and depredation). The BASH plan shall be planned and executed using the guidelines established for the Naval Aviation Safety Management System (references (a) and (c)).

4. Objectives. BASH does exist at this installation and within the immediate vicinity due to resident and migratory bird species. Daily and seasonal bird movements create various hazardous conditions to aviation. This plan is designed to reduce the bird hazard in and around Naval Air Station (NAS) Whidbey Island.

5. Records Management. Records created as a result of this instruction, regardless of media and format, will be managed per SECNAV M-5210.1 of January 2012.

6. Review and Effective Date. Per OPNAVINST 5215.17A, NAS Whidbey Island Operations Department will review this instruction annually on the anniversary of the effective date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire five years after effective date unless reissued or canceled prior to the fifth-year anniversary date, or an extension has been granted.

M. LEARNY

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NAS WHIDBEY ISLAND BASH PLAN

TABLE OF CONTENTS

Chapter 1 GENERAL INFORMATION
1. General 1-1
2. Airfield Installation Description 1-1
3. Local Area 1-2
4. General Topography 1-2
5. Developed Area 1-2
6. Vegetation Cover Types 1-2
7. Habitats 1-2
8. Species 1-2
9. Explanation of Terms 1-2

Chapter 2 ORGANIZATIONAL TASKS AND RESPONSIBILITIES
1. BASH Hazard Working Group (BHWG) 2-1
2. NAS Whidbey Island Operations Officer 2-2
3. NAS Whidbey Island Aviation Safety Officer (ASO) 2-3
4. Airfield Manager/Assistant Operations Officer 2-3
5. NAS Whidbey Island Airport Biologist, USDA Wildlife Personnel 2-3
6. Wing Commanders 2-4
7. Tenant Squadrons 2-4
8. Air Traffic Control Tower 2-5
9. NAVFAC NW Public Works 2-6
10. Environmental Division 2-6
11. Natural Resources Program 2-6
12. Security Department 2-7
13. Public Affairs 2-7
14. Explosive Safety Officer (ESO) 2-7

Chapter 3 CONCEPT OF OPERATIONS
1. General 3-1
2. Bird Watch Condition System 3-1
3. Bird Watch Condition Reports 3-1
4. Downgrading BWC 3-3
5. Bird Hazard Communication 3-3
6. Wildlife Detection and Dispersal Team (WDDT) Procedures 3-4
7. BASH Dispersal Equipment 3-4

Chapter 4 AIRCREW PROCEDURES
1. Bird Behavior 4-1
2. Low Level Routes 4-1
3. Bird Strike Reporting 4-2
4. Bird Identification 4-2

CHAPTER 5 LOCAL ANIMAL SPECIES
1. General 5-1

2. Ault Field Animal Hazards 5-1

CHAPTER 1
GENERAL INFORMATION

1. General. NAS Whidbey Island and Outlying Landing Field (OLF) Coupeville have large and potentially dangerous bird and animal populations. Daily and seasonal bird movements in the vicinity of the airport create various hazards to aircraft. Accordingly, the Bird and Animal Aircraft Strike Hazard (BASH) Program is designed to control wildlife and to provide increased levels of safety during the critical phases of flight. This plan establishes specific procedures to reduce known and future wildlife hazards. There is no single solution or agency that can solve the bird strike problem. Therefore, a variety of techniques and organizations must be involved in the overall program. This plan is designed to:

a. Establish a BASH Hazard Working Group (BHWG) and designate responsibilities to its members.

b. Establish training for all NAS Whidbey Island base members concerning responsibilities and actions.

c. Establish procedures to identify high hazard situations and to aid supervisors and aircrews in alerting/discontinuing flying operations when required.

d. Establish aircraft and airfield operating procedures to avoid high hazard situations.

e. Provide a method for disseminating information to all tenant and transient aircrews on bird hazards and procedures for bird avoidance.

f. Establish passive techniques to decrease airfield attractiveness to birds.

g. Establish active/static techniques to disperse birds from the airfield.

h. Establish local procedures for reporting of damaging/non-damaging bird strikes.

i. Establish procedures for collecting bird strike remains.

2. Airfield Installation Description

a. Ault Field (NAS Whidbey Island) is an active military airfield. The primary missions supported are maritime patrol and electronic warfare, with logistic and search and rescue operations in a secondary role. The primary aircraft types using the airfield runways include the assigned EA-18G, P-3, P-8, C-40, MH-60S and transient aircraft.

b. OLF Coupeville is an active military airfield used by NAS Whidbey Island based tactical jet aircraft for Field Carrier Landing Practice (FCLP) operations. These consist of touch and go

landings to a simulated carrier deck on the runway. The NAS Whidbey Island MH-60S helicopters use OLF Coupeville for simulated deck landings and for autorotation training. Takeoffs and full stop landings by fixed wing aircraft are not authorized and the airfield is not used by other types of military or transient aircraft.

3. Local Area

a. NAS Whidbey Island is situated on a narrow island in Puget Sound between the Strait of Juan de Fuca and Saratoga Passage. The town of Oak Harbor borders to the southeast. There are 4,253 acres within Ault Field's boundaries. The airfield elevation is 47 feet above sea level.

b. OLF Coupeville is located 10 miles southeast of NAS Whidbey Island and two miles southeast of the town of Coupeville. The airfield encompasses 677 acres and elevation is 199 feet above sea level.

4. General Topography. Ault Field has generally level topography. The coastal plain surface slopes very gently southward toward the Sound, ground elevation varies from sea level to approximately 55 feet above sea level along the northern installation boundary.

5. Developed Area. The Ault Field developed area (including the runways) is approximately 23 percent of the total installation.

6. Vegetation Cover Types. 14 different types of vegetation cover can be found in the Ault Field complex.

7. Habitats. Systematic surveys of bird life on NAS Whidbey Island have tallied over 200 different bird species within the four major habitat types found on station. The four major habitats are wetlands, woodlands, grasslands, and coastal/open ocean. Additionally, standing water, perch sites, tall brush and short grass are all present on station and attract large numbers of individual and flocking birds. The combination of all these environments and attractors increases the potential for a serious bird strike incident.

8. Species. Chapter 5 contains a comprehensive listing of birds/mammals which may be observed in the airfield area. There may be occasional sightings of other species during migration, but this list is considered thorough for BASH purposes.

9. Explanation of Terms

a. Active Bird Dispersal. Harassment techniques employed to disperse birds from airfield and surrounding areas. Methods may include chase, pyrotechnics, bioacoustics, other forms of non-lethal harassment and depredation.

b. Bird and Animal Aircraft Strike Hazard (BASH). General term to describe bird and wildlife hazards and bird and wildlife hazard programs.

c. BASH Advisory. A radio transmission from Air Traffic Control (ATC) or aircrew reporting specific bird hazard information. May be real time or disseminated via Automated Terminal Information Service (ATIS) broadcasts.

d. BASH Window. Known periods of severe bird activity where the Bird Watch Condition (BWC) may be automatically set in advance. Designated by a Fly Safe Plan (FSP), as needed.

e. BASH Management Zone. Area around the airfield broken into areas of effort.

(1) BMZ 1. Area encompassed by the runway primary surface area defined as 500 feet or 1,000 feet laterally from runway centerline for Class A and B runways respectively to include the Type I and II clear zones at the ends of the runways as defined in UFC 2-000-5N.

(2) BMZ 2. Area from the edge of the primary surface area out to the airfield perimeter fence. At installations with no airfield perimeter fence the Air Operations Officer and BWG will define the boundary.

(3) BMZ 3. Area from airfield perimeter fence or notional perimeter boundary to the installation perimeter fence.

(4) BMZ 4. Area from installation perimeter fence out to a minimum of 10,000 feet and may extend out to five miles. Distance is measured from the center of the airfield.

f. BASH Hazard Working Group (BHWG). Local committee of base and unit offices concerned with wildlife hazards. Executes and makes recommendations to the BASH Program.

g. Bird Strike. Any contact between a bird or other animal and an aircraft, whether or not damage occurred. All wildlife strikes, damaging or non-damaging, are required to be reported to the Navy Safety Center thru the United States Department of Agriculture (USDA) Biologist.

h. Bird Watch Condition (BWC). A wildlife alert condition used to warn aircrew of wildlife activity.

(1) BWC Low. Wildlife activity on or around the airfield representing low potential for strikes.

(2) BWC Moderate. Wildlife activity in locations representing increased potential for strikes. BWC Moderate requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) BWC Severe. Wildlife activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. It is recommended that aircraft avoid the specific BASH Zone in which the severe BWC has been established.

i. Depredation. Technique used to remove problem birds and animals permanently from the airfield and hangars when other scare tactics are ineffective. Permits for some species are required.

j. Joint Qualification Requirements (JQR). Training actions required to completed prior to be designated as authorized to perform the described action or position.

k. Models/Decoys. Various static devices used to disperse birds from airport areas. May include scarecrows, decoys, Mylar tape and eye spots.

l. Pyrotechnics. Noise producing devices fired from pistol or shotgun. Used by USDA BASH personnel to scare birds away from runways and airport areas. Pyrotechnics are Class 1.4 explosives.

m. Standard Operating Procedure (SOP). Procedures to be followed while conducting an event, procedure, or evolution.

n. Salvage. The act of collecting wildlife or wildlife remains from an aircraft or from the airfield environment. Birds covered by the Migratory Bird Treaty Act must be reported to the U.S. Fish and Wildlife Service via a Salvage Permit. Certain mammalian species are reported through State agency permitting requirements.

o. Wildlife Detection and Dispersal Team (WDDT). Individuals authorized by USDA and NAS Whidbey Island to conduct dispersal techniques onboard the station.

p. Wildlife Hazard Management Plan (WHMP). The source document for NAS Whidbey Island's integrated Wildlife Damage Management strategy and requirements.

q. Wildlife Services (WS). An office of the USDA Animal and Plant Health Inspection Service which the Navy has under contract to provide BASH assistance through a USDA Biologist.

CHAPTER 2
ORGANIZATIONAL TASKS AND RESPONSIBILITIES

1. BASH Hazard Working Group (BHWG)

a. General. The BHWG is organized to implement and monitor the BASH Plan. It allows base offices affected by bird and wildlife problems the opportunity to meet and discuss possible solutions. The BHWG shall meet regularly with representatives from each organization concerned with bird hazards.

b. Composition. The BWG shall be composed of the following personnel:

(1) NAS Whidbey Island Operations Officer (Chair)

(2) Public Works Officer/Facilities Maintenance Director

(3) Air Field Manager

(4) Aviation Safety Officer

(5) USDA Biologist

(6) NAS Whidbey Island Natural Resource Manager

(7) NAS Whidbey Island Environmental Program Director

(8) NAS Whidbey Island ATC representative

(9) Commander, Electronic Attack Wing, U.S. Pacific Fleet (COMVAQWINGPAC) Aviation Safety Officer

(10) Commander, Patrol and Reconnaissance Wing TEN (COMPATRECONWING-10) Aviation Safety Officer

(11) Squadron Aviation Safety Officers

(12) Public Affairs Officer (as required)

(13) Security (as required)

(14) Explosives Safety Officer (ESO) (as required)

(15) Community Plans/Liaison Officer (as required)

c. Authority. The Commanding Officer is responsible for the BASH Program and is approval authority for all BHWG recommendations. Active participation by Operations and Naval Facilities Engineering Command Northwest (NAVFAC NW) is the key to ensuring success of this program.

d. BHWG Meeting Schedule. BHWG meetings will be scheduled at least quarterly. The BHWG will meet as often as necessary to stay current on bird hazards and to discuss solutions, results, and effectiveness of the program. An important concept is that the BHWG address problems as they develop, before they create a serious safety hazard.

e. BHWG Function

(1) Execute and update the BASH Plan.

(2) Monitor base-wide compliance with reference (c) to include wildlife strike reporting.

(3) Collect, compile, and review data on all wildlife strikes.

(4) Develop a Wildlife Hazard Management Plan (WHMP) to identify and recommend actions to reduce bird hazards and submit to CO for approval.

(5) Recommend changes in operational procedures.

(6) Prepare informational programs and safety briefings for aircrews.

2. NAS Whidbey Island Operations Officer

a. Overall BASH program manager responsible for execution oversight of the installation Integrated Wildlife Damage Management (IWDM) plan. Central point of contact for BASH coordination and planning with other departments, installation tenants and local community. Chair BHWG meetings.

b. Monitor the effectiveness of the BASH program.

c. Conduct periodic reviews of the BASH program using the self-inspection checklist contained in Appendix A-1 of reference (b).

d. Ensure BASH program is a part of safety surveys conducted by the Naval Safety Center.

e. Oversee development of the WHMP.

f. Publish Joint Qualification Requirements (JQR) for training of Wildlife Detection and Dispersal Team (WDDT).

g. Develop in conjunction with the installation ESO a SOP for the storage of BASH Arms, Ammunition, and Equipment (AA&E). Conduct an annual review of the SOP.

h. Monitor completion of BASH refresher training for airfield users on an annual basis.

3. NAS Whidbey Island Aviation Safety Officer (ASO)

a. Serves as the BASH Action Officer who will assist the NAS Whidbey Island Operations Officer in all aspects of the BASH program.

b. Maintains a file of all bird strikes occurring at NAS Whidbey Island.

c. Provides liaison with all aviation activities at NAS Whidbey Island concerning BASH issues.

d. Assist USDA Biologist in developing a continuing information and education program to disseminate bird hazard information.

e. Maintain a Web Enabled Safety System (WESS) account with the Naval Safety Center and assist in wildlife strike reporting and monthly briefings on the status of BASH program.

4. Airfield Manager/Assistant Operations Officer

a. Monitors grass height, drainage ditches, etc., as per the WHMP and report problems to NAVFAC NW Public Works. Ensures all airfield grounds maintenance requirements in the WHMP are properly reflected in grounds maintenance contracts.

b. Establish a BASH awareness training program for all airfield users including airfield management, ATC, Public Works, and airfield facilities personnel.

5. NAS Whidbey Island USDA Biologist, USDA Wildlife Personnel

a. Assist in development of a WHMP providing requirements for habitat management at NAS Whidbey Island and OLF Coupeville ensuring compliance with the installation Integrated Natural Resources Management Plan (INRMP) and Integrated Pest Management Plan.

b. Make recommendations to the BHWG, the installation's natural resources program, and airfield management on habitat modifications and emerging issues and hazards.

c. Facilitate the acquisition and renewal of annual migratory bird depredation/salvage permits.

d. Maintain a Web Enabled Safety System (WESS) account with the Naval Safety Center and assist in wildlife strike reporting and monthly briefings on the status of BASH program.

e. Submit monthly reports to the NAS Whidbey Island Operations Officer detailing methodology, mitigation rationale, results of all work completed and appropriate BASH recommendations.

f. Provide training on request to local squadrons and coordinate with state and local wildlife agencies as necessary to conduct BASH work on the airfield. USDA will train a WDDT that can report the Bird Watch Condition (BWC) and disperses problem birds via appropriate and trained methods per the WDDT JQR.

g. Prepare and update the airfield Wildlife Hazard assessment to provide data to identify problem species and high risk areas. Coordinate BASH actions with the installation natural resources program.

h. Participate in annual BASH Self-Assessments, CNIC Airfield Evaluations, and Naval Safety Center Assessments.

i. Maintain storage of small arms in accordance with appendix (3).

6. Wing Commanders

a. Wing Commanders should publish operating instructions/ checklists and conduct training as appropriate to support this plan.

b. Ensure Aviation Safety Officers are assigned to the BHWG.

c. Issue specific guidance for units on:

(1) Procedures and restrictions to be followed under each of the bird hazard conditions.

(2) Bird strike reporting.

(3) Bird remains collection and preservation.

(4) Ensure squadrons comply with reference (d) regarding mandatory reporting of all bird strikes.

7. Tenant Squadrons

a. Participate in BHWG.

b. Publish operating instructions/checklists as appropriate to support this plan and Wing directives.

c. Ensure a bird hazard awareness program is established and briefings conducted to include web based BASH training, posters, and information on seasonal bird hazards. Chapter 4 of this instruction should be reviewed in the Spring and Fall when bird hazards are typically greatest.

d. Ensure aircrew briefings are conducted on bird hazards and attendance documented. This briefing is mandatory for all aircrew and shall cover in-flight avoidance procedures and go/no-go criteria.

e. Monitor, on a regular basis, aircrew mission briefings to ensure existing BASH information is briefed.

f. Coordinate unit flying activities through their Wing to minimize exposure to migratory birds.

g. During spring and fall migration seasons make BASH a special interest item.

h. Issue specific guidance to maintenance personnel for reporting observed hazardous bird activity to the ATC Tower or Operations Duty Officer (ODO).

i. Issue specific guidance to maintenance personnel for reporting all discovered bird strikes on aircraft to the Squadron Safety Officer.

j. Issue procedures for the preservation of bird remains and blood smears if discovered on an aircraft. Even the smallest fragment of a feather should be preserved for identification.

k. Ensure aircrew complies with reference (d) regarding mandatory reporting of all bird strikes, damaging and non-damaging.

l. Brief bird hazard awareness and the NAS Whidbey Island BASH program to all hosted aviation units.

8. Air Traffic Control Tower

a. When directed by USDA BASH personnel, or at the discretion of the ATC Tower Supervisor, declare BWC based on reported sightings or BWC criteria in Chapter 3.

b. Alert USDA BASH of observed bird and animal hazards.

c. Allow USDA BASH and WDDT priority movement on the airfield to disperse wildlife on or near active runways.

d. Issue bird advisory information to aircraft over air traffic control frequencies per Federal Aviation Administration (FAA) Orders 7110.65 and 7210.3.

9. NAVFAC NW Public Works

a. Provide representatives for BHWG including the Public Works Officer and/or Facilities Management Director, Environmental Planning Director, Natural Resource Manager, and Community Plans/Liaison Officer.

b. Based upon the direction of the BHWG and the WHMP, maintain runway lateral and approach zones in a manner that is least attractive to birds.

c. Ensure training is conducted for all Public Works (PW) and base support personnel (sweepers, etc) covering responsibilities, actions and techniques applied under this instruction.

d. Ensure all trash receptacles located in BMZ 1 and 2 of enclosure (2) have covers which prevent bird access and are emptied on a timely basis to prevent overflowing as trash is a bird attractor.

e. Incorporate practices described in Chapter 3 and the WHMP into the base land management plan.

10. Environmental Division

a. Participate in the BHWG.

b. Ensure BASH program is in compliance with all applicable state and federal environmental laws and regulations including permit conditions.

11. Natural Resources Program

a. Participate in the BHWG.

b. Ensure BASH program and plans are in compliance with the installation INRMP and all applicable state and federal natural resources laws and regulations.

c. Ensure that BASH management actions are considered sustainable land management practices and that monitoring protocols use scientifically sound techniques.

d. Coordinate INRMP revisions with air operations and incorporate developed BASH management actions into the INRMP.

e. Coordinate and manage all applicable natural resources consultations and depredation permits necessary to support the BASH program. This includes coordinating with the USDA Biologist and Airfield Manager to identify permit needs and consolidating and submitting reporting requirements.

f. Coordinate natural resources actions with USDA BASH personnel.

12. Security Department

a. Provide representative for BHWG when required.

b. Support the onboard weapons storage for USDA BASH personnel in hangar 9 according to reference (a) and enclosure (3).

c. Ensure Watch Commanders are aware of the ready service locker location in hangar 9.

13. Public Affairs. Public Affairs will provide a public information program designed to inform base personnel, dependents and the general public on the hazards of uncontrolled bird activity and the measures being taken to minimize the danger.

14. Explosive Safety Officer

a. Provide representative for BHWG when required.

b. Obtain and maintain site approvals for pyrotechnic storage in ready service lockers as required by BHWG.

CHAPTER 3
CONCEPT OF OPERATIONS

1. General. The BASH program is an ongoing process including both information dissemination and active/passive wildlife control techniques. Of these processes, the most critical is the aircrew notification and warning system. This system establishes procedures for the immediate exchange of information between ground agencies and aircrews concerning the existence and location of birds that pose a hazard to flight safety. Additionally, a cautionary advisory is published in the Department of Defense (DoD) Flight Information Publication (FLIP) AP/1 under Supplementary Airdrome Remarks.

2. BWC System. BWC (Severe, Moderate, and Low) are defined in Chapter 1 of this instruction. The terminology is identical to the United States Air Force (USAF) codes in section B of the DoD FLIP. Bird locations should be given with the condition code. Species and/or size information may also be provided.

a. Bird Watch Alert. A general warning that indicates when weather, time of day and seasonal conditions make an influx of birds onto the airfield likely. Upon receipt of special conditions, airfield management ODO will set the alert and the ATC Tower will include a general statement in ATIS broadcasts.

b. BASH Window. BASH windows are based on historical bird survey data that show specific times when a hazard is known to exist, i.e., dawn seagull movements, etc. When BASH windows are set, aircraft operations during these time frames are not recommended. The ODO will post BASH windows designated in a Fly Safe Plan (FSP). Squadron flight schedulers should exercise caution when scheduling operations during BASH windows. Guidance for aircraft operations is contained in Chapter 4.

3. BWC Reports

a. Bird Hazard Reporting. The NAS Whidbey Island Operations Officer, ODO, or designated representative ensures hazardous conditions are reported. Declaration of a BWC will be based on the following:

(1) Visual observation of bird activity on or near the airfield by ATC Tower or USDA BASH personnel.

(2) Information relayed by the facility watch supervisor (FWS), airborne and taxiing aircraft.

(3) Observations relayed to the ATC Tower by any of the following personnel: airfield facilities, weather observers, Landing Signaling Officer (LSO), ground electronics maintenance,

airfield lighting technicians, crash crews, arresting gear maintenance, sweepers, mowers, security police, transient line personnel and any other personnel driving on the airfield.

(4) ATC or weather radar observation.

b. USDA BWC Reporting

(1) The most accurate and real-time reporting of bird hazard information is obtained from USDA BASH personnel. USDA provides a roving patrol to the maximum level their staffing posture allows and is in the best position to make accurate BWC reports.

(2) When the USDA BASH is patrolling the airfield, they will have the primary responsibility to make BWC reports to the ATC Tower. At a minimum, reports will be made hourly for inclusion in ATC Tower ATIS broadcasts. USDA BASH personnel will continue to make real-time reports and update BWC as hazard conditions change.

(3) Once BWC Severe has been declared the condition will be updated, at a minimum, every five minutes until downgraded. When aircraft are holding for BWC Severe, the USDA BASH personnel will report to the ATC Tower immediately if initial attempts to disperse the birds have failed. During BWC Severe, USDA BASH personnel shall remain on the airfield and be actively involved in dispersal techniques until BWC Severe is downgraded.

c. OLF Coupeville Reporting

(1) Prior to scheduled FCLP operations, OLF personnel will make a BASH sweep of the runway and pass BWC reports to the ODO and LSO.

(2) OLF personnel will make periodic sweeps of the runway when breaks in flight operations allow, and report BWC to the ODO and LSO as necessary.

(3) The LSO shall also report BWC to the ODO and issue radio advisories to inbound and pattern aircraft.

d. BWC Declarations by Maintenance Personnel, Sweepers, Grass Mowers and Others

(1) If a bird hazard exists, other personnel may notify USDA BASH, ATC Tower or ODO as applicable. This notification can be made on a radio net or by telephone. Telephone reports can be passed to the ODO at extension (360) 257-2681.

(2) Reports should include:

(a) Identity of caller (agency for ground personnel, call sign for aircrews.)

(b) Location.

(c) Altitude.

(d) Time of sighting.

(e) Approximate number of birds or hazardous wildlife.

(f) Type of wildlife (if known).

(g) Behavior of birds (soaring, flying to or from a location, etc.)

e. Aircrew Reporting. Aircrews should report significant activity as follows:

(1) Notify ATC Tower (or LSO for OLF).

(2) On a low level route/range area, notify ATC and NAS Whidbey Island Schedules after landing.

4. Downgrading BWC. Once a BWC has been declared, it shall be downgraded commensurate with updated information. The ATC Tower will make the final determination on BWC. For OLF Coupeville, the LSO will change BWC as required.

5. Bird Hazard Communication. Disseminating BWC is critical to BASH effectiveness. The ATC Tower will disseminate the BWC by the following means:

a. Include BWC on ATIS Broadcasts.

b. Notify inbound/departing aircraft of BWC if aircraft has received ATIS and the BWC has changed.

c. Provide additional bird advisories per reference (e).

d. The ATC Tower Supervisor will direct USDA BASH to the location where the wildlife is posing a problem.

e. Pass BWC to ODO.

f. For rapidly changing BWC place a statement on ATIS advising aircrews to contact Ground, ATC Tower, or Approach for the latest BWC.

g. Pass OLF BWC to aircraft outbound to OLF.

h. Notify other area airfields via ATC direct lines of all sightings of large flocks or migratory movements.

i. If BWC Severe is declared for extended periods of time and will impact flight operations, the ATC Tower will notify FWS.

6. Wildlife Detection and Dispersal Team (WDDT) Procedures. WDDT will actively patrol Ault Field Monday-Friday, sunrise to sunset, operating as staffing permits. At other times, they will be activated on an as-needed basis. All members of the WDDT will receive training from the USDA Biologist and have a signed JQR prior to commencing WDDT duties.

a. Prior to initiation of dispersal actions, the WDDT leader will coordinate the location and methods with the ATC Tower Supervisor and ensure that BHC Severe has been declared prior to dispersal activities on the duty runway.

b. Only approved dispersal techniques as directed by the USDA Biologist shall be used.

c. The WDDT will not use pyrotechnics or lethal methods.

d. If the methods above do not work or the birds become accustomed to the hazing, it may become necessary to USDA personnel to remove several birds via lethal methods to reinforce the dispersal methods.

e. When the target flock or problem birds are dispersed, ATC Tower shall be notified so the BWC can be lowered.

7. BASH Dispersal Equipment

a. General. There are a variety of methods for dispersing birds using static, pyrotechnic, bioacoustics, and depredation equipment. Any or all of these may be used at NAS Whidbey Island/OLF Coupeville to disperse wildlife. USDA personnel and the WDDT are specially trained in use of this equipment.

b. Static Deterrent Devices. Static deterrents include, but are not limited to: propane cannons, scarecrows, silhouettes, and effigies. They are sometimes effective in bird deterrence. Static devices are designed to augment the activities of the dispersal techniques.

c. Pyrotechnics. Pyrotechnics are effective for dispersing most bird species and should also be used for coyotes, deer and other animals. Pyrotechnics are fired from modified pistols and 12 gauge shotguns. Pyrotechnics may include a variety of devices similar to commercial fireworks, including bangers, whistlers, screamers, and salutes. These small but very loud firecrackers are shot from the pistol/shotgun into flocks or near individual animals to frighten them away when they are discharged. Only USDA personnel will operate Pyrotechnics as follows:

(1) Liaison with the ATC Tower prior to discharging pyrotechnics and coordinate the location. If aircraft operations are imminent, ensure the BWC is raised prior to initiating dispersal operations.

(2) Use personal protective equipment, including but not limited to, ear and eye protection, and gloves.

d. Lethal Control (Depredation). Occasional depredation of birds reinforces the other methods. Shooting one or two from a flock then following with a volley of pyrotechnics is generally a very effective strategy for deterrence. Domestic Pigeons, European Starlings, and House Sparrows may be removed without permit. All birds (with the exception of the Domestic Pigeon, European Starling, and the House Sparrow) that are removed using lethal methods must be reported to the U.S. Fish and Wildlife Service under the Depredation permit process. Mammals removed may require a state equivalent permit. Depredation will only be conducted by USDA personnel.

e. Record Keeping. WDDT will maintain daily activity logs. These logs will document all bird dispersal operations to include species, location, methods, and number of birds dispersed. These will be forwarded on a weekly basis to the USDA Biologist. Monthly data will be sent by the USDA Biologist to the NAS Whidbey Island Operations Officer and USDA and summarized at BHWG and Aviation Safety and Foreign Object Debris Council Meetings.

CHAPTER 4
AIRCREW PROCEDURES

1. Bird Behavior.

a. When taxiing, watch for birds on the airfield, particularly if Tower has provided specific bird locations or additional information. The most frequently struck birds, e.g. raptors, may be difficult to see on the tarmac or concrete. Flocking birds may be partially hidden in grassy areas. Look for raptors circling overhead or perched in trees, tall bushes, or airfield structures. Report bird sightings to Tower.

b. Birds on the ground face into the wind and may not detect approaching aircraft; birds may take flight in close proximity.

c. When birds are observed, notify Tower. Request dispersal team if they are in a location that presents a possible danger to aircraft.

d. Increase interval on section departures to 20 seconds during Condition Moderate. The lead aircraft in flight can cause birds to lift and circle behind, leading to a strike to the wingman.

NOTE: 75% of all multi-engine strikes occur to engines on the same side.

e. Travel as much as possible above the bird layer. More than 40% of all strikes occur at ground level, 30% from one foot to 500 feet, 11% from 501 to 1,500 feet, and 17% above 1,500 feet. In practice, this recommends climbing to 500 feet AGL as rapidly and safely as possible then continue to climb without delay to 1,500 feet.

f. If birds are detected ahead of the aircraft, attempt to pass over them. Threatened birds descend to evade.

g. Avoid high-speed descents and approaches during periods of dense bird concentration. Reducing speed can significantly reduce impact energy.

h. When able, climb and descend in a straight line. This makes it easier for the birds to anticipate the flight path and avoid.

i. Avoid flying one hour prior to and after sunrise and sunset.

2. Low Level Routes. Guidance for aircrew actions on routes or segments with severe bird activity is contained in amplifying COMVAQWINGPAC instructions. All flights must avoid those segments that are under BWC Severe based on migration patterns or Weather Radar reports. Additional low-level hazard guidance will be obtained from Bird Hazard Avoidance data provided by the USAF BASH Team. Each squadron safety office should maintain a copy of

this data. The following are some general operational changes to reduce threats from bird strikes, mission permitting:

a. When practical, reduce low-level flight time. The majority of all bird strikes occur below 1,500 feet AGL.

b. Reduce formation flying. The first aircraft can redirect birds into trailing aircraft.

c. Reduced airspeeds will allow birds to be seen sooner and lessen damage in event of a strike.

d. Avoid areas with known raptor concentrations during summer, especially during the 1000-1700 time-frame due to increased thermals.

3. Bird Strike Reporting.

a. Post flight follow-up and reporting of bird strikes are an essential and important part of the BASH program. After a strike:

(1) If airborne, inform ATC Tower.

(2) After post-flight inspection, preserve any remains (however slight) and notify NAS Whidbey Island ASO immediately.

(3) Report strikes even if no bird remains are found on the aircraft. BASH Team and airfield facilities personnel may be able to retrieve the bird on the airfield.

(4) Follow up local reporting by completing the standardized "Bird/Animal Strike Hazard Report" form found in Annex N of reference (d), or via the Navy Safety Center web site www.safetycenter.navy.mil. Both damaging and non-damaging strikes are required to be reported.

(5) All wildlife remains collected for identification must be reported to the appropriate Federal and State agencies. All collected avian species covered under the Migratory Bird Treaty Act must be reported through the station's U.S. Fish and Wildlife Service Salvage permit.

b. Aircrew are encouraged to report near strikes that involve evasive action, or whenever the proximity of the miss is "too close for comfort" to the NAS Whidbey Island ASO

4. Bird Identification. All strike data is entered into both local and Navy Safety Center databases to help track and identify bird hazards. Identification of species and sampling of bird remains is essential to determine which species present the hazard and take appropriate measures.

a. Collect a blood sample by wiping with an alcohol wipe then seal in a zip-lock plastic bag. Never use bleach or water. Feathers can be added if they are dry, but are not required. Full carcasses are not desired as the Smithsonian labs can identify species via DNA analysis.

b. Mail the swab and a copy of the WESS report, particularly the WESS ID number, to the Smithsonian Institution via official mail (postage not required):

Smithsonian Institution
Feather Identification Lab
E600, MRC 116
P.O. Box 37012
Washington, D.C. 20013-7012

CHAPTER 5
LOCAL ANIMAL SPECIES

1. General. The following is a summary of birds within the airfield environment.

2. Ault Field Animal Hazards

a. Avian Species

(1) Gulls. Most active just after sunrise and before sunset as they move to and from feeding areas.

(2) Waterfowl (ducks, geese, swans). Most active at dawn and dusk, moving at low altitudes to and from feeding areas. Swans may remain active throughout the day.

(3) Loon, Grebes, Cormorants, Mergansers. These are fish eating birds. Avoid flying at sunrise and sunset when large flocks, often in formation, can be found flying to and from feeding areas.

(4) Long-legged Waders (Herons). Most of these species are attracted to water where they feed on fish, amphibians, reptiles, arthropods and small mammals.

(5) Raptors (Hawks, Falcons, Kites, Eagles, Vultures). These birds can be particularly hazardous to aircraft because of their size and widespread distribution over bases and low-level areas.

(6) Sandpipers/Shorebirds. The most significant hazard from these birds occurs when large numbers flock in tight groups, particularly during migration and along coastlines.

(7) Terns. Avoid flying near areas where these birds may be active, such as nesting colonies or piers in coastal areas.

(8) Owls. Most owls are nocturnal and attracted to rodents as a food source. Short eared owls are common at all times and are active even in daylight hours.

(9) Goatsuckers (Nighthawks), Whippoorwills, etc. These birds are active particularly at sunset when insects are abundant.

(10) Woodpeckers. Strikes should be extremely rare.

(11) Flycatchers. These birds are present on airfields to feed on insects. Strikes are infrequent, but should not be overlooked.

(12) Horned Larks. These birds are attracted by bare spots such as along runway sides, where they eat weed seeds and insects.

(13) Swallows and Swifts. These birds eat insects in flight and are commonly found above airfields or loafing on hard surfaces particularly after rain events.

(14) Crows and Ravens. These omnivorous birds are common in open areas and around landfills and solid waste transfer stations.

(15) Blackbirds, Grackles, Cowbirds, and Starlings. These birds can be particularly hazardous because they frequently occur in large flocks.

(16) Meadowlarks. These birds occur on nearly every airfield and are attracted to grasslands and low weeds.

(17) House Sparrows. These birds are not frequently struck by aircraft, but are common pests around structures.

b. Mammalian species. While concern is mostly centered on birds, several mammalian species also pose threats to flight operations and must be considered.

(1) Coyotes. These animals are attracted to airfields by rodents, rabbits and other food sources.

(2) Rabbits. In addition to direct hazards to aircraft these animals often attract raptors and carnivores.

(3) Rodents. These animals attract raptors.

(4) Deer. This mammalian species poses the greatest threat to aircraft due to its size and preferred nocturnal activities.

BASH Management Zones (BMZ)

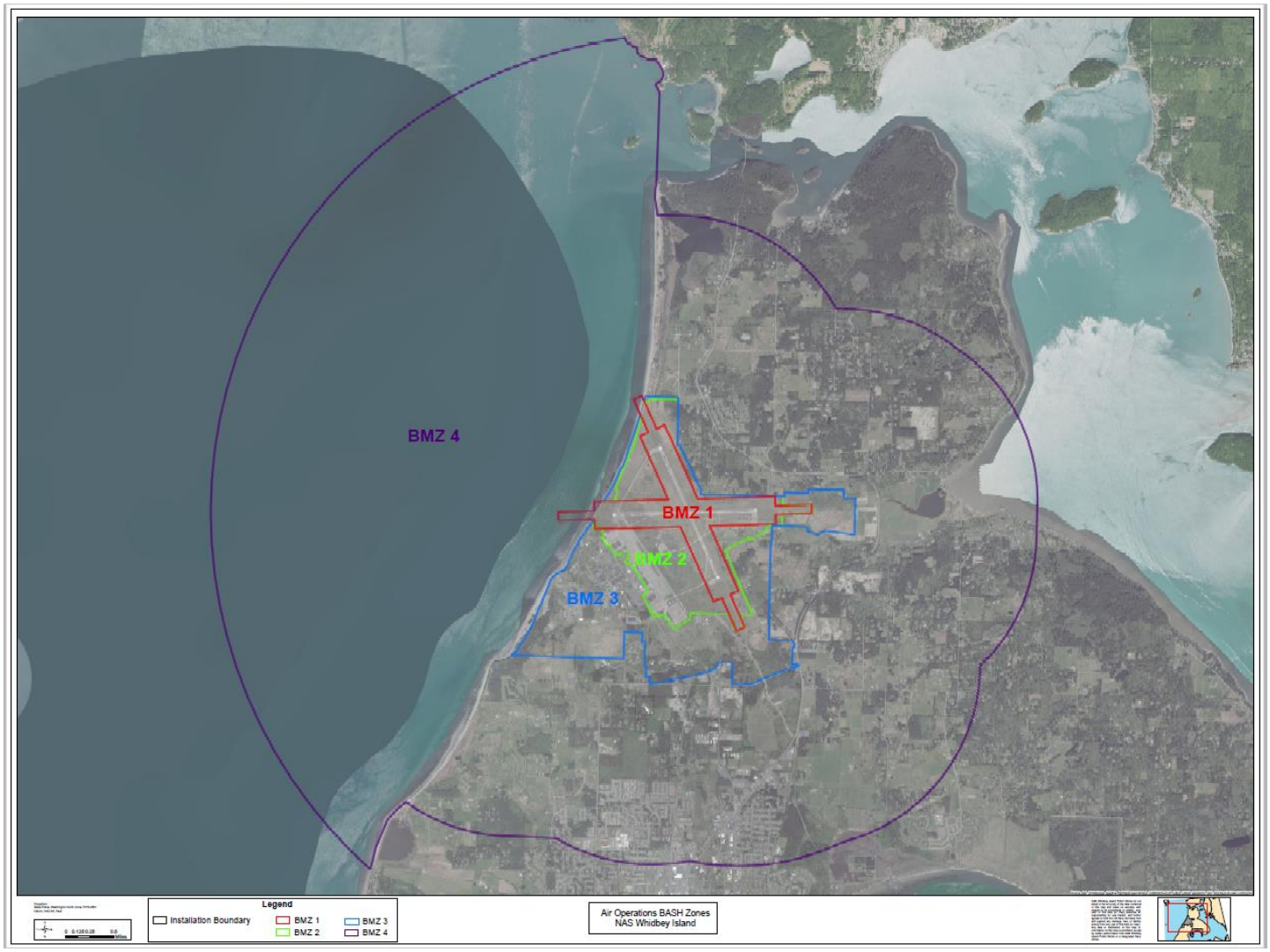

Figure 1. Ault Field BMZs

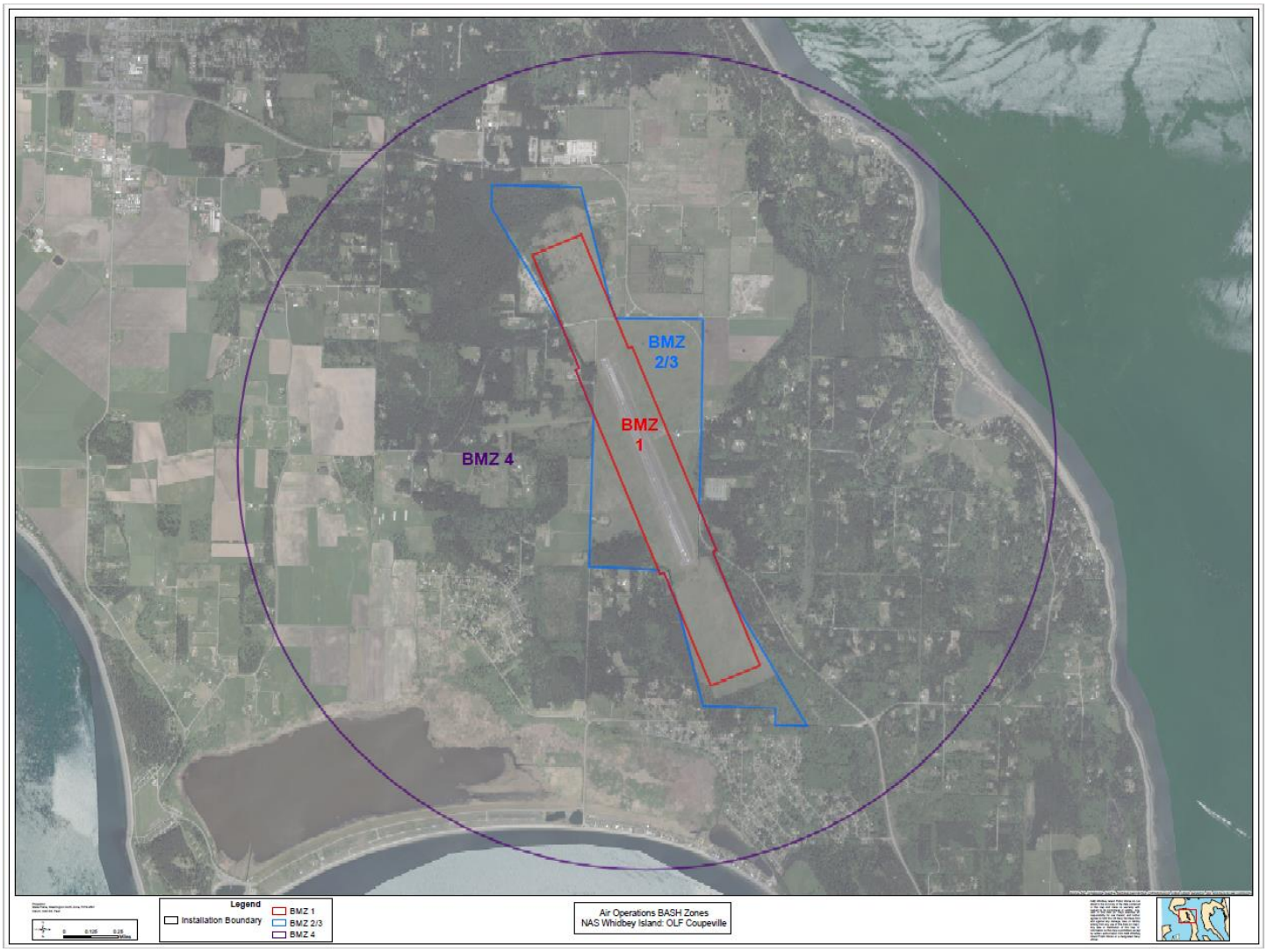

Figure 2. OLF Coupeville BMZs

NAS WHIDBEY ISLAND
BASH PROGRAM

ARMS, AMMUNITION AND EXPLOSIVES (AA&E)

STANDARD OPERATING PROCEDURES (SOP)

TABLE OF CONTENTS

TITLE	PAGE
Discussion	3
Record of Review and Approval	4
Review Process	5
ORM and Safety Regulations	5
Safety Warnings and Emergency Procedures	8
Force Protection / Security Procedures	9
Tools and Equipment	9
Step-By-Step Procedures	10

DISCUSSION

This enclosure covers installation guidelines specific to use of small arms, associated ammunition, pyrotechnics, and execution of duties by BASH team members including the Wildlife Detection and Dispersal Team (WDDT). This document shall be reviewed annually for currency.

Naval explosives safety is governed by NAVSEA OP 5, Volume 1 and procedural changes to this enclosure are required to be reviewed by the Explosive Safety Officer (ESO) prior to initial approval or annual renewal. The NAS Whidbey Island ESO can be contacted at (360) 257-1564.

The Air Operations Officer is the NAS Whidbey Island BASH program manager. As such, the Air Operations Officer shall ensure that BASH team members adhere to this enclosure as the local governing directive for small arms, ammunition and explosives (AA&E) regulation. This enclosure was developed specifically for BASH personnel as an explosives safety risk management tool. It is NOT intended to serve as formal Explosive Ordnance Standard Operating Procedures (SOP) required by NOSSAINST 8023.11 (series) for other installation personnel involved in handling and storage of DoD-issued AA&E. Air Operations BASH personnel are end users of *non-DoD* BASH AA&E and as such, are not required to produce or operate under a formal SOP.

RECORD OF REVIEW & APPROVAL

_____/_____/_____/_____
Print Name Signature Organization Date
Procedures Developed by: USDA Biologist

_____/_____/_____/_____
Print Name Signature Organization Date
Procedures Validated by: Aviation Safety Officer

_____/_____/_____/_____
Print Name Signature Organization Date
Security Officer

_____/_____/_____/_____
Print Name Signature Organization Date
Environmental Officer

_____/_____/_____/_____
Print Name Signature Organization Date
Explosives Safety Officer/HERO

_____/_____/_____/_____
Print Name Signature Organization Date
NAS Whidbey Island Operations Officer

REVIEW PROCESS

This enclosure is reviewed in its entirety on an annual basis and documented on the cover page.

OPERATIONAL RISK MANAGEMENT (ORM) AND SAFETY REGULATIONS FOR HANDLING AND DISCHARGING FIREARMS AND PYROTECHNICS

1. The principles of ORM apply at ALL times while conducting business on the airfield. BASH Personnel shall constantly conduct a risk/benefit analysis while executing their duties. The ORM process includes the following five steps:

a. Identify Hazards – "What could go wrong?

b. Assess those Hazards – "How likely is it to happen and how severe will it be if it does?"

c. Make Risk Decisions – "Is it necessary to take the risk?" (Risk/Benefit Analysis)

d. Implement Controls – "What steps can I implement to minimize the risk I am about to accept?"

e. Supervise – "What mechanisms are in place to readdress this process when necessary?"

2. Any defect or unusual condition noted that is not covered by this instruction shall be reported to supervisory personnel.

3. All personnel who use firearms and AA&E shall be trained, qualified and certified to safely perform their work.

4. Do not use AA&E for anything other than their intended purpose.

5. Firearms, air rifles and pyrotechnics launchers shall not be pointed and/or discharged toward any building, regardless of weapon condition.

6. Firearms, air rifles and pyrotechnics launchers shall not be pointed in the direction of pedestrians or areas frequented by pedestrians.

7. Firearms shall not be discharged in the industrial or housing area on base. Pyrotechnics shall not be discharged in these areas without prior approval from Security or other appropriate departments.

8. Shooting shall be done in a discrete manner, which will not draw attention from the general public; otherwise the shot shall not be taken.

9. If managers leave vehicles without their firearms, firearms shall be locked in the vehicle lock box (not left in the cabin). NEVER leave firearms unattended for any length of time.

10. Treat every firearm with respect. Consider it to be loaded until proven otherwise.

11. NEVER point firearms or air rifles at anything you are not willing to shoot.

12. Always carry firearms, air rifles and pyrotechnics in a manner that allows 100% muzzle control. Keep the muzzle pointed in a safe direction until you are ready to fire.

13. Keep the safety on and finger out of the trigger guard until you are ready to fire.

14. Always make sure a firearm bore is clear before firing.

15. Use only the proper size ammunition. Inspect ammunition to make sure there are no dents or corrosion.

16. Do not pull a firearm or air rifle towards you by the muzzle.

17. Know the range and capabilities of the firearm, air rifle or pyrotechnic you are using. It is also imperative to understand the safeties, loading and unloading procedures.

18. NEVER engage in horseplay while carrying a firearm, air rifle or pyrotechnic.

19. NEVER discharge a firearm or air rifle while running.

20. NEVER tamper with, modify or circumvent any safety devices.

21. Firearms or air rifles shall not be discharged from a moving vehicle. Pyrotechnics may be discharged from a moving vehicle by certified personnel if loaded outside the vehicle cabin.

22. Always wear ear and eye protection while discharging firearms, air rifles and pyrotechnics.

23. Shooting a firearm, projectile, or pyrotechnic from a vehicle is permitted if the firearm or device is not loaded (a cartridge in the chamber) until the muzzle is safely outside the window and a clear line of fire has been established. The muzzle of the firearm or device may not be retrieved back into the vehicle until the device is unloaded (no cartridge in the chamber).

24. When transporting the propane cannons and tanks, secure them properly to prevent movement.

25. Remove ALL spark producing items from your pockets before filling propane tanks and while connecting and disconnecting tanks from cannons.

26. If possible, DO NOT fire pyrotechnics toward runways or taxiways. Shell casings and pyrotechnics can pose a FOD hazard on or around aircraft movement areas including runways, taxiways and aprons. If required to fire toward these areas, ENSURE a FOD sweep is performed as soon as practicable afterwards.

27. NEVER store a loaded firearm, air rifle or pyrotechnic launcher within a vehicle.

28. Do not mix primers and pyrotechnic ammunition. Ensure they are placed in proper containers. Use the minimum amount of ammunition required to perform the operation.

29. Store expended/not ready for issue (NRFI) ammunition and ready for issue (RFI) ammunition in separate containers.

30. If any unusual odors or damaged rounds are discovered during breakout or storage, segregate the affected ammunition and notify a supervisor or explosive specialist immediately.

31. Ensure all ammunition and pyrotechnics cartridges are stored inside sealed and properly labeled containers.

32. When using pyrotechnics on the airfield, water fire extinguishers shall be carried in the vehicle and accessible at all times.

SAFETY WARNINGS

1. A firearm is only as safe as the person using it. Learn to respect each firearm as a deadly weapon and remember that *YOU*, the individual, are the best safety device.

2. The majority of accidental shootings involve negligence or carelessness as primary causes.

3. Every firearm has at least one integrated safety device. However, a safety is a mechanical device that can fail and is not a replacement for safe and proper firearm handling.

EMERGENCY PROCEDURES

1. If emergency assistance is required, on base dial 257-3333, off base dial 911.

2. To the best of your ability, give the following information to the Operator:

   a. Address/street/number or building number of emergency.

   b. Situation details.

   c. Answer any questions the operator may have.

3. After making the emergency call, the emergency phone numbers listed below shall be called as soon as possible:

Air Operations Duty Office	(360) 257-2681
Command Duty Officer (Cell)	(360) 914-7862
Aviation Safety Officer	(360) 257-1631

NOTE

Emergency phone numbers should be printed and kept in all vehicles with a copy of these procedures.

FORCE PROTECTION/SECURITY PROCEDURES

1. Personnel carrying firearms shall have in their possession a US Government Identification card and a letter from Commanding Officer authorizing possession on Navy property.

2. NAS Whidbey Island Force Protection requires that they be notified whenever anyone with a firearm (to include pyrotechnical devices) enters/exits the base. This is a daily security measure that shall be accomplished by all BASH personnel through the ODO.

3. All personnel assigned responsibility for pyrotechnic pistol launchers and associated cartridges shall safeguard and maintain physical control per OPNAVINST 5530.13 and NASWHIDBEYINST 3700.3B.

4. Firearms shall be stored in a General Service Administration (GSA) Class V Safe at the BASH Office in Hangar 9 and shall be controlled per OPNAVINST 5530.13 and NASWHIDBEYINST 3700.3B. For daily use, pyrotechnic pistols and associated cartridges can be stored in approved truck lockboxes.

TOOLS/HANDLING EQUIPMENT/PPE/HAZMAT

1. Hand & Portable Power Tools/Equipment/Consumable Supplies

DESCRIPTION	QUANTITY
.223 Caliber Rifle	1
.243 Caliber Rifle	1
.22-250 Caliber Rifle	1
12 Gauge Shotgun	3
.17 Caliber HMR	2
.17 Caliber Mach II	1
.22 Caliber pistol	1
.22 Caliber Ruger Mark III	1
.22 Caliber Pellet Rifle	2
Bird Banger Scare Cartridge	100

2. HAZMAT - Safety Data Sheets (SDS) shall be reviewed for pyrotechnics that are stored in the RSL, at the BASH Office in Hangar 9.

STEP BY STEP PROCEDURES FOR HANDLING SPECIFIC FIREARMS AND AMMUNITION

1. Pyrotechnic Pistols:

a. Check weather, current winds, and forecast prior to commencing operation.

b. Obtain pyrotechnics needed for that day's operation from the RSL.

c. Ensure ammunition cans, if used, are filled and handled only by designated personnel.

d. Ensure all pyrotechnics containers are properly labeled with 1.4 hazard class symbol.

CAUTION
Vehicle shall not exceed posted speed limits.

WARNING
Never transport a loaded firearm.

e. Disperse birds as required per NASWHIDBEYINST 3700.3B and the CNIC BASH Manual.

f. Upon completion, return any unused pyrotechnics to the RSL.

g. Ensure safes and/or RSLs are properly secured before departure.

2. 12-ga Shotguns, Rifles, and Pistols:

a. Check weather, current winds, and forecast prior to commencing operation.

b. Type and serial number of firearms used shall be on file with force protection.

c. Ensure firearms are on SAFE and EMPTY.

d. Carry only enough ammunition needed for that day's operation.

f. Ensure ammunition cans are properly secured before leaving the BASH Office.

g. Ensure ammunition containers are properly labeled with 1.4 hazard class symbol.

CAUTION
Vehicle shall not exceed posted speed limits.

WARNING
Never transport a loaded firearm.

h. Inform ODO where you plan on shooting, if known.

i. Tower shall be notified of firearm discharge activity prior to commencing.

j. Ensure the firearm is on SAFE. Then load it with ammunition and shoot at target.

k. Prior to returning firearm to vehicle, ensure firearm is on SAFE and unloaded.

l. Firearms and associated ammunition shall be stored in a GSA-approved Class V safe at the end of daily operations.

3. Procedures for Expended Casings & Cartridges:

a. Banger casings should be retrieved to the greatest extent possible and should be disposed as general trash.

b. BASH personnel are responsible for disposing of expended shotgun, .223, .243, .22, .25, and .17 cal cartridges.

NAS WHIDBEY ISLAND
BASH PROGRAM

JOB QUALIFICATION REQUIREMENTS

For

WILDLIFE DETECTION AND DISPERSAL TEAM (WDDT)

NAME: _____ Rate/Rank/Grade: _____

FINAL QUALIFICATION

301 WILDLIFE DETECTION AND DISPERSAL TEAM MEMBER

NAME_____ RATE/RANK_____

This page is to be used as a record of satisfactory completion of designated sections within this Job Qualification Requirements(JQR). Only specified supervisors may signify completion of applicable sections either by written or oral examination, or by observation of performance. The examination or checkout need not cover every item; however, a sufficient number should be covered to demonstrate the examinee's knowledge. Should supervisors give away their signatures, unnecessary difficulties can be expected in future routine operations.

A copy of this completed page shall be kept in the individual's training jacket.

The trainee has completed all Level I JQR requirements for this watch station. Recommend designation as a qualified Airfield Services personnel.

RECOMMENDED_____ DATE_____
Supervisor

RECOMMENDED_____ DATE_____
Division Officer

RECOMMENDED_____ DATE_____
Department Head

QUALIFIED_____ DATE_____
Commanding Officer or Designated Representative

301 WILDLIFE DETECTION AND DISPERSAL TEAM MEMBER (Level I)

Estimated completion time: 2 weeks

301.1 **PREREQUISITES**

FOR OPTIMUM TRAINING EFFECTIVENESS, THE FOLLOWING ITEMS SHOULD BE COMPLETED PRIOR TO STARTING YOUR ASSIGNED TASKS BUT SHALL BE COMPLETED PRIOR TO FINAL WATCHSTATION QUALIFICATION.

301.1.1 Watch Stations:

Airfield Vehicle Operators Course (AVOC)

Completed _____
(Qualifier and Date)

301 Flight Line Observer (Recommended)

Completed _____
(Qualifier and Date)

.2 Required Reading:

NASWHIDBEYINST 3700.3B

Completed _____
(Qualifier and Date)

301.2 TASKS

For the tasks listed below:

A. What are the steps of this procedure?
B. What are the reasons for each step?
C. What control/coordination is required?
D. What means of communication are used?
E. What safety precautions must be observed?
F. What parameters/operating limits must be monitored?
G. Satisfactorily perform this task.

Questions

301.2.1 Describe BASH team roles and responsibilities.
A. BASH Program Manager
B. BASH Coordinator
C. Wildlife Detection and Dispersal Team Member

_____
(Signature and Date)

.2 Describe the basic characteristics for field identification of birds. A B D E G

_____
(Signature and Date)

.3 Identify local wildlife hazards to aviation safety. A B D E F G

_____
(Signature and Date)

.4 Identify Local, State and Federal (MBTA/ESA) wildlife permit requirements. A B D E F G

_____
(Signature and Date)

.5 Identify wildlife management techniques for airfields. A B C D E F G

A. Direct control techniques.
B. Passive control techniques.

_____
(Signature and Date)

301 WILDLIFE DETECTION AND DISPERSAL TEAM MEMBER (Level I)

301.3 TASKS

For the tasks listed below:

A. What are the steps of this procedure?
B. What are the reasons for each step?
C. What control/coordination is required?
D. What means of communications are used?
E. What safety precautions must be observed?
F. What parameters/operating limits must be monitored?
G. Satisfactorily perform this task.

		Questions
301.3.1	Identify proper safety PPE.	A B C D E F G
	_____ (Signature and Date)	
.2	Conduct equipment familiarization and techniques training (vehicle dispersal, and other equipment usage as applicable).	A B C D E F G
	_____ (Signature and Date)	
.3	Identify proper airfield radio phraseology.	A B C D E F G
	_____ (Signature and Date)	

301.4 TASKS

For the tasks listed below:

A. What are the steps of this procedure?
B. What are the reasons for each step?
C. What control/coordination is required?
D. What means of communications are used?
E. What safety precautions must be observed?
F. What parameters/operating limits must be monitored?
G. Satisfactorily perform this task.

		Questions
301.4.1	Conduct BASH patrols with a qualified WDDT member (3 times)	A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

.2	Inspect airfield pavement/runway for BASH hazards (3 times).	A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

.3	Demonstrate proper radio phraseology (3 times).	A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

.4 Demonstrate communication skills with Duty Operations and Tower about wildlife hazards (3 times). A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

.5 Conduct wildlife dispersal using vehicle (3 times). A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

.6 Display proper record keeping for BASH (3 times). A B C D E F G

_____
(Signature and Date)

_____
(Signature and Date)

_____
(Signature and Date)

301 WILDLIFE DETECTION AND DISPERSAL TEAM MEMBER (Level I)

301.5 EXAMINATIONS

301.5.1 EXAMINATIONS Pass a written examination (Level I)

_____

(Signature and Date)

List of References:

OPNAVINST 3500.39A, Operational Risk Management (ORM)
OPNAVINST 5100.23G, Navy Safety and Occupational Health (NAVOSH) Program Manual
OPNAVINST 5090.1D, Environmental Readiness Program
CNICINST 3750.1, CNIC BASH Program Implementing Guidance
CNIC BASH Manual
NAVAIR 00-80T-124, CNIC Airfield Operations NATOPS Manual
NAVAIR 51-50AAA-2
Unified Facilities Criteria (UFC) 2-000-05N
Unified Facilities Criteria (UFC) 3-260-01
Unified Facilities Criteria (UFC) 3-260-02
Rotary Wing Operating Procedures (RWOP)
Fixed Wing Operating Procedures (FWOP)
FAA AC 150/5340-1
FAA AC 150/5200-32B
FAA AC 150/5200-33B
FAA AC /5200-36A