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*Safety*

**BIRD AIRCRAFT STRIKE HAZARD (BASH)  
PROGRAM**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 91-2, *Safety Programs*. It establishes procedures and assigns responsibilities for the 445th Airlift Wing (AW) Bird Aircraft Strike Hazard (BASH) Program. This instruction applies to all units assigned to the 445 AW.

**SUMMARY OF REVISIONS**

This revision adds the assistance of the flight safety officer (FSO) (paragraph 1.); changes the individual to notify during changes in bird watch conditions from supervisor of flying (SOF) to the flight safety officer (FSO) (paragraph 2.1.3.); added the duties of the chief of safety (2.5.); clarifies when aircraft inspections can be done (2.7.1.); added notification to the maintenance coordination function (MCF) of all bird strike inspections (2.7.4.); added general procedures (paragraph 3., 3.1., 3.2.), advising of the roles and requirements the safety office takes in bird strikes and unusual bird activity. A bar ( | ) indicates a revision from the previous edition.

**1. Responsibilities:** The 445 Airlift Wing Commander (445 AW/CC) is responsible for the implementation of this program. The chief of safety will monitor compliance with the procedures established in the program with the aid and assistance of the flight safety officer (FSO). All 445 AW personnel will rely on the WPAFB BASH Plan as the foundation for action under this plan.

**2. Procedures:** The general procedures for base wide communication and formal reporting of bird hazards and bird strikes are found in WPAFB BASH Plan 91-212, Annexes R and S. The procedures to be used within the 445 AW are as follows:

2.1. Command Post: Upon receiving notification from base operations of any change in the bird watch condition, the command post will notify the following individuals:

2.1.1. Either the 445 Operations Group Commander (445 OG/CC), Vice Commander (445 OG/CV), or senior duty officer (SDO)

2.1.2. Chief of safety

2.1.3. Flight safety officer (FSO)

2.2. The notified individual will determine if the current bird watch condition requires a change to current or planned flight operations. If a change is required, the command post will pass this change to the supervisor of flying (SOF) and/or the aircrews, as required. Normally, bird watch condition low, requires no changes. Bird watch condition moderate will only require increased vigilance by aircrews, while bird watch condition severe will require restrictions to local flying.

2.3. The chief of safety or FSO will monitor the bird activity and assist the OG/CC, CV, or SDO in evaluating the bird hazard. The FSO will maintain close contact with the WPAFB BASH/safety personnel.

2.4. At the beginning of each shift, the SDO will contact base operations, obtain the current bird watch condition and post it in the SOF area of Bldg 4014. Ensure aircrew is notified of changes to the bird watch condition and any restrictions to flight operations.

2.5. The chief of safety will:

2.5.1. Manage the safety office

2.5.2. Implement the 445 AW BASH Plan

2.5.3. Be an active member of the WPAFB Bird Hazard Working Group

2.6. Aircrew should be notified of the current bird watch condition from the SDO, Air Terminal Information Service (ATIS), or directly from the tower. Use good judgment to avoid or minimize the threat from bird hazards. Also, it is imperative that aircrew notifies the tower and/or other aircrew of any hazardous bird activity. Additionally, any bird strikes must immediately be reported to the safety office with an AMC Form 97, **AMC In-Flight Emergency and Unusual Occurrence Worksheet** or AF Form 853, **Air Force Bird Strike Report**.

2.7. The 445 Logistics Group Commander (445 LG/CC) will ensure the following actions are accomplished if aircraft maintenance personnel discover or are informed of a bird strike.

2.7.1. Inspect all aircraft suspected of having a bird strike. These aircraft inspections may be after the mission or during the mission and either in the parking spot or on a taxiway.

2.7.2. Save any and all found bird parts for determination of bird species.

2.7.3. Determine the estimated cost to repair the damage (if any) and forward this information to the 445 Airlift Wing Safety Office (445 AW/SE) along with the aircraft tail number, time the bird strike was reported/discovered, and the location of the bird strike on the aircraft.

2.7.4. Notify the maintenance coordination function (MCF) personnel of all findings of bird strike inspections.

### 3. General Procedures:

3.1. 445 AW/SE staff is required to be ever vigilant for any unsafe practice or occurrence, which might adversely affect flying safety. Sightings of unusual bird activity or conditions must be immediately brought to the attention of the 445 OG/CC, FSO and SDO.

3.2. The safety office will maintain a "BASH" book detailing the procedures for filing BASH reports. The office will keep bird description books for the recognition of bird species.

PAUL R. COOPER, Brig Gen, USAFR  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFPAM 91-212, *Bird Aircraft Strike Hazard (BASH) Management Techniques*

WPAFB BASH Plan 91-121