

**BY ORDER OF THE COMMANDER  
552D AIR CONTROL WING (ACC)**

**552D AIR CONTROL WING (ACC)  
INSTRUCTION 91-212**



**2 MARCH 2015**

**Safety**

**552D AIR CONTROL WING BIRD  
AIRCRAFT STRIKE HAZARD (BASH)**

**COMPLIANCE WITH THE PUBLICATION IS MANDATORY**

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This instruction details the 552d Air Control Wing (552 ACW) Bird Aircraft Strike Hazard (BASH) control plan IAW AFPD 91-2, Safety Programs. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Information Management Tool (IMT) 847, Recommendation for Change of Publication; route AF IMT 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of IAW Air Force Records Information System (AFRIMS) Records Disposition Schedule (RDS) or any updated statement provided by the AF Records Management office (SAF/CIO A6P). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF IMT 847s through publications/forms managers. This instruction is directive and applies to all units in the 552 ACW. It does not apply to Air Force Reserve Command (AFRC) and Air National Guard (ANG) units, except where noted otherwise. This instruction cannot be supplemented.

**SUMMARY OF CHANGES**

This document has been revised to prohibit aircrew from conducting transition during BWC MODERATE and 1 hour before or after sunrise/sunset during BASH Phase II. Previously para 1.4, only mentioned transition should not be “scheduled” during these periods of increased bird activity. Furthermore, [para 1.4.1](#) prohibits transition training at KOKC when Tinker AFB is in BWC MODERATE or 1 hour before or after sunrise/sunset when KTIK is in BASH Phase II.

**1. General.** This instruction provides policy and guidance for the 552 ACW in support of the Tinker AFB BASH Plan 91-212 and AFPAM 91-212, BASH Management Techniques. The intent is to keep commanders and aircrew members informed and to aid them in making decisions regarding the operation of aircraft at Tinker AFB and the local area.

1.1. **Waiver Authority.** The 552 OG/CC is the final authority on flying activity during bird watch conditions. This authorization will be based on the assessment provided by the Supervisor of Flying (SOF). Recommended options include: limiting multiple touch and go's and low approaches, prohibiting takeoffs, landings, or practice approaches, directing pattern work be conducted at an alternate airfield, not scheduling takeoffs and landings during sunrise and sunset during BASH Phase II, allowing HHQ and contingency takeoffs and landings.

1.2. **Bird Watch Conditions (BWC).** Flying operations will be restricted according to the following conditions:

1.2.1. Bird Watch Condition LOW: Unrestricted operations.

1.2.2. Bird Watch Condition MODERATE: Limited to initial takeoff and full stop landings only.

1.2.3. Bird Watch Condition SEVERE: No takeoffs, landings, or approaches except for emergencies.

1.3. **Tinker AFB BASH Program.** Refer to Tinker Air Force Base Plan 91-212 Bird/Wildlife-Aircraft Strike Hazard Plan. 552 ACW Safety will post a corresponding FCIF Vol. V input within PEX advising aircrews of the BASH phase II implementation or termination.

1.4. **Transition.** Transition will not be conducted during BWC MODERATE or 1 hour before or after sunrise/sunset when Tinker AFB is in BASH Phase II unless authorized by the OG/CC. Local incident data shows a marked increase in bird strikes during these hours and increased vigilance is essential to avoid large migratory birds.

1.4.1. Transition will not be conducted at Will Rogers World Airport (KOKC) when Tinker AFB is in BWC MODERATE or 1 hour before or after sunrise/sunset when Tinker is in BASH Phase II.

1.4.2. Crews will not conduct off-station transition training at any airfield reporting BWC MODERATE or 1 hour before or after sunrise/sunset in BASH Phase II. Crews shall utilize all available means to ensure they develop and maintain the highest awareness of BASH conditions. When mission planning for transition at airfields other than KTIK/KOKC, crews will check forecasted bird conditions using AHAS and/or BAM. Prior to departure, crews should contact the applicable base operations and reference NOTAMS, AP/1, IFR Supplement, and the Airfield Suitability Report in order to determine migratory periods or times of heavy bird concentration.

1.4.3. During hours of darkness following sunset or prior to sunrise, it can be difficult for the SOF to properly assess the current bird condition. Crews are expected to use good judgment concerning the bird hazard while conducting transition and report any activity to the SOF. If a large number of birds are seen while in the local pattern, transition should be discontinued.

**2. Responsibilities.** Organizations/Individuals are responsible for the following BASH tasks:

**2.1. 552 ACW Command Post (552 ACW/CP).** The Command Post, upon receiving information that a bird strike has occurred, will notify Base Operations, the MOC, the SOF, Wing Safety, and the applicable SQ/CC/DO. The applicable SQ/CC/DO will not be notified after duty hours unless the bird strike caused damage to the aircraft. If damage to the aircraft is reported, the Command Post will also notify the 552 ACW/CC/CV and 552 OG/CC. In the event the strike caused class A or B category damage to the aircraft, the 72 ABW/CC/CV will be notified.

2.1.1. During duty hours, Command Post will notify the SOF, Base Operations, 552 ACW Safety, MOC, and the 552 OG/CC when the bird condition changes.

2.1.2. After normal duty hours, only the MOC, Base Operations, and the SOF will be contacted when the bird condition is changed.

**2.2. Maintenance Operations Center (MOC).** When notified of a bird strike, MOC will notify 552 ACW/CP, 552 ACW Safety, the Wing FOD NCO, Quality Assurance, and the 552 AMXS/CC. If there is damage to the aircraft, MOC will also notify the 552 MXG/CC.

**2.3. 552 MXG Commander (552MXG/CC).** The 552MXG/CC or designated representative will ensure that maintenance personnel who discover bird strikes contact MOC and Quality Assurance. Non-fleshy bird remains (feathers, beaks, feet, wet or dry blood samples) will be collected by ground recovery personnel using the bird strike collection kit (available in QA) and delivered to Wing Safety. Even the smallest fragments and blood samples will be forwarded to Wing Safety since they can provide enough evidence for the Smithsonian to complete bird identifications. Pictures of the damage and bird remains will also be taken and provided to Wing Safety.

**2.4. Supervisor of Flying (SOF).** The SOF is the Wing focal point for the current status of the bird watch condition. The SOF will monitor the airfield for bird activity. If the SOF determines that the bird watch condition needs to be updated, the SOF will contact Tinker Air Force Base Airfield Management to coordinate and disseminate the change to all required base agencies.

2.4.1. After the bird condition has been changed, the SOF will notify Command Post. The SOF should make recommendations for operational restrictions to the 552 OG/CC or designated OG representative if the base does not change the official bird watch condition.

2.4.2. The SOF will use the hourly conditions and the 12 hour forecasted conditions located on the Avian Hazard Advisory System (<http://www.usahas.com>) website, in conjunction with local observation, to determine the airfield bird watch condition.

**2.5. Aircrews.** If a crew observes or encounters bird activity while in the local pattern (KTIK or KOKC) they will notify the SOF. The following information should be included when reporting bird activity: call sign, locations, altitude, time of the sighting, type of bird (if known), approximate number of birds, and the behavior of the birds (soaring, migrating, remaining on the runway, etc.). Any aircrew experiencing a bird strike while airborne will notify the SOF, Tinker Control Tower, and the Command Post. If aircrews discover or are notified of a bird strike after departing the aircraft, the crew will notify the Command Post.

2.5.1. Aircrews flying at bases other than Tinker who encounter a bird strike should contact the local SOF, airfield management, tower, and flight safety officer, if applicable. Upon landing, the aircrew will notify the 552 ACW/CP of the strike and ensure any remains are properly collected.

2.5.2. Aircrews will obtain a copy of the 12 hour forecasted bird condition for all planned transition airfields on the Avian Hazard Advisory System (<http://www.usahas.com>) website.

2.5.3. An AF IMT 853 (Non-damaging Bird Strike Report) and a 552 ACW 41 (552d Air Control Wing Aviation Incident Worksheet), will be completed electronically whenever possible by the aircraft commander and delivered to their squadron safety office anytime a bird strike occurs. If a unit safety representative is not available, email or fax the report to 552 ACW/SE, fax number 734-3740 or DSN 884-3740 and the 552 OG/CDF, fax number 734-5539 or DSN 884-5539. The completed 552 ACW 41 and AF IMT 853 will be turned in to the Wing Safety office NLT 24 hours of the incident.

2.6. **552 ACW Safety.** Upon notification of a BASH incident, Wing Safety will review the AF IMT 853, Non-damaging Bird Strike Report, and the 552 ACW 41, 552d Air Control Wing Aviation Incident Worksheet for content. If additional information is needed, Wing Flight Safety will contact the crew. Wing Safety will report the incident in AFSAS and receive a control number to be associated with any remains collected. Remains will be packaged for mailing using the information generated in AFSAS and delivered to the Tinker Air Force Base USDA representative for mailing to the Smithsonian Institute.

JAY R. BICKLEY, Colonel, USAF  
Commander, 552d Air Control Wing

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFPD 91-2, *Safety Programs*, 28 September 1993

*Tinker AFB BASH Plan 91-212*, October 2011

AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, 1 February 2004

AFMAN 33-363, *Management of Records*, 1 March 2008

***Prescribed Forms***

552 ACW 41, *552d Air Control Wing Aviation Incident/Unusual Occurrence Worksheet*

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

AF IMT 853, *Air Force Wildlife Strike Report*