Avian hazard Advisory System Using NEXRAD (WSR-88D) Weather Radars to track the movements of birds, AHAS represents the most comprehensive methods of remote sensing of birds today. These radars were originally built to track storm cells and chart precipitation returns. They are currently also being used to keep planes away from birds. The system removes weather and aircraft from radar returns in order to extract and display only biological targets. AHAS uses the radars to monitor bird activity in near real-time to increase flight crew awareness and planning capabilities. AHAS is the dynamic version of the BAM and is available online. Coverage includes the entire continental United States and Alaska.

The URL for the AHAS is: http://www.usahas.com/

**BASH Safety Tools**

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Special points of interest:
- AFI 91-212 (pg 2)
- Species ID (pg 3)
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**NMFWA BASH WG Goals and You**

The BASH Working Group strives to work with military and civilian personnel within DoD to transfer ideas and new technology, share ideas, and work synergistically to promote improved flight safety. The goals of the NMFWA BASH Working group are to:

Facilitate communication and information exchange among members of NMFWA and the DoD interested or involved with BASH Programs and to increase awareness of issues related to BASH and flight safety.

Think you may be interested in helping or have something to share? Contact the NMFWA BASH WG co-chairs:

Kevin Wakefield
Kevin.wakefield.1@us.af.mil

Jenny Washburn
Jenny.e.washburn@aphis.usda.gov
The poster to the left identifies the ten species that caused the most damage in the Western Region due to aircraft wildlife strikes over the past 15 years. The list includes the Turkey Vulture, Canada Goose, American White Pelican, Back Vulture, Red-Tailed Hawk, Morning Dove, Swainson’s Hawk, Snow Goose, Mallard and the Rock Dove/Pigeon. Multiple factors are known to increase the risk and severity of wildlife strikes, including flight at low altitudes, at high speeds, along natural features such as ridges and coastlines, and within 1 hour of sunrise or sunset. Aircrews are required to consider wildlife strike risks during mission planning and may reduce their strike risk by staying informed, being aware, and reporting all wildlife strikes to their local safety office.

An electronic copy of this poster, and others like it, can be found at the following URL: www.afsec.af.mil

The Air Force BASH Team’s new AFI 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program (31 May 2018), is on the streets and ready to use. Please take a moment and review the instruction and then consider how some of these changes and updates will impact your airfield, your BASH plan, your spending plans and your daily actions and checklists. There is a lot to this update; chiefly, we have gone from a pamphlet to an AFI, and mandatory requirements are now being enforced.

Please let the AF BASH Team know if you see any discrepancies or need to discuss any items in greater detail. If an item of an action is tired (T-1...3), then it is a mandatory compliance item. Please ensure that these items are in compliance with the instruction. We realize that some of these changes will take time to enact, so please plan and request funding appropriately. It is our hope that some of the items that have remained on your perpetual lists will now get the proper credence and priority for funding that they deserve.

In fiscal year 2017, Navy aircraft had a total of 1,247 strikes, suffering over $45 million in damage costs (1 Class A, 2 Class B, 16 Class C). The total is slightly down from fiscal year 2016.

Effectiveness of a BASH program necessarily rests on teamwork by all of us working together in the airfield environment—flight crews, aircraft maintainers, tower controllers, airfield managers, natural resources personnel, Wildlife Services biologists, grounds maintenance crews and even fire and security personnel. We have to KNOW THE ENEMY. In a BASH context, this means we have to know the specific species of wildlife, which is done by 2 primary means: direct visual identification (e.g. wildlife surveys) and submission of strike remains to the Smithsonian Feather Lab.

If we want to increase the margin of safety risk against wildlife threats, BASH program effectiveness must start with reporting. When we know the hazardous species threatening operations, the science-based damage management techniques can be developed to protect our resources and mission readiness. Preach Awareness and reporting!

For more information contact Naval Safety Center: 757-444-3520, ext. 7245
USDA Wildlife Services - Just a Thought

When you think about wildlife strikes, what is your first thought? Birds? Damage? Or maybe just that you hope it doesn’t happen to you? Perhaps a first thought should be “Relief through Communication.” Step one when thinking about wildlife strikes might be checking AFSAS, WESS or even the Federal Aviation Wildlife Strike Database to help determine what wildlife are being struck around you. If you’re on a joint-use facility, what about talking with other tenants about wildlife? We all know wildlife on airports can be hazardous. However, with communication and team effort, wildlife strike risks can be lowered. Information on current wildlife conditions, habitat issues, and even migration patterns can be shared through communication and participation in Wildlife Hazard Working Groups, and BASH groups, keeping the skies safer for everyone.

Wildlife Services biologists can assist with communication. We regularly speak with other biologists throughout the country, serving as the liaison between different tenants on the airfield. Wildlife biologists can also identify what wildlife is on the airfield and, by looking at past strikes, they may be able to give an idea of what wildlife conditions will be like month to month.

Species Identification

Can you identify the species to the right, it was spotted on the flightline on Davis-Monthman AFB on 5 April 2018 by Dennis Abbate with the Arizona Department of Game and Fish while conducting burrowing owl research. Please submit your educated guess to be included in the next addition to kevin.wakefield.1@us.af.mil

Bird Cast

Bird Cast is a tool available from The Cornell Lab of Ornithology. By using the tools you can identify the best time to be a bird watcher. The tool provides a 3-day migration forecast, and an up-to-the-moment replay of migration activity. The URL for the site is: http://www.birds.cornell.edu/Page.aspx?pid=1478#
NMFWA BASH Working Group

Co-Chairs

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Looking for more information?
https://www.nmfwa.org/bash.html

Charter for Bird/Animal Aircraft Strike Hazard (BASH) Working Group of the National Military Fish and Wildlife Association

https://www.nmfwa.org/uploads/1/0/2/2/102279086/bash_working_group_charter.pdf

Meet the Co-Chairs: Kevin and Jenny

Kevin Wakefield is the Base Natural and Cultural Resources Manager assigned to the 355th Civil Engineering Squadron, Davis-Monthan Air Force base Arizona. He retired from the Air Force after 28 year in 2007, but returned to the Air Force as a civilian employee in 2010. He has worked in the Environmental Office at DMAFB since 2012 and completed the Master of Natural Resources Stewardship Masters Degree Program from Colorado State University in 2016. This is his second year as a BASH Working Group Co-Chair and he enjoys the relationships developed through NMFWA.

Jenny Washburn is a Staff Wildlife Biologist for the USDA, Animal and Plant Health Inspection Service (APHIS), Wildlife Services (WS), Airport Wildlife Hazards Program (AWHP). She has worked for the USDA-WS for close to 15 years, working in New Jersey and then New York before taking her current position stationed in Ohio. She has worked at several airports, civil and joint use. She is now privileged to work with Kevin on the BASH WG and all the people she meets through her current position.