



**UNITED STATES MARINE CORPS**  
MARINE CORPS AIR STATION  
PSC BOX 8003  
CHERRY POINT, NC 28533-0003

AirStaO 3000.2B  
OPS  
23 Aug 07

AIR STATION ORDER 3000.2B

From: Commanding Officer, Marine Corps Air Station, Cherry Point

To: Distribution List

Subj: BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD (BASH) AND PROCEDURES

Ref: (a) AirStaO P3710.5H w/Ch 1 and 2

1. Situation. The Bird/wildlife Aircraft Strike Hazard (BASH) falls into three areas. One is the hazards caused by migratory birds and waterfowl which utilize the Atlantic Coastal Flyways during the spring and fall. These birds tend to land and rest on or near rivers and streams and present a significant in-flight hazard within Cherry Point operating areas. The second hazard arises from the Air Station's proximity to the water. Resident Canada geese, ospreys and other waterbirds (i.e. great blue herons) utilize many of the water features located on and adjacent to the airfield operating area (AOA). The third hazard comes from the resident white-tailed deer and coyote population that traverse the runway system.

2. Cancelation. AirStaO 3000.2A.

3. Mission. The purpose of the BASH Order is to provide the Commanding Officer (CO), Marine Corps Air Station (MCAS) Cherry Point and other members in the chain of command sufficient information on which to base informed decisions concerning environmental issues.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. To promulgate information and establish procedures for the protection of aircraft operating on or near MCAS, Cherry Point, NC with respect to various bird/wildlife hazards.

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(2) Concept of Operations

(a) Establishment of a Bird Hazard Working Group (BHWG) per Department of Navy guidance concerning BASH. The BHWG is to gather all tasked agencies into one location to bring up current and past safety issues regarding bird and wildlife hazards within the AOA and in the flight pattern both on and off the airfield, discuss possible solutions and task the appropriate agency to resolve the issues.

(b) The BHWG meets at least semi-annually and just prior to the spring and fall migratory periods to implement the BASH Plan to tailor it to the appropriate risk level for the following six months.

(c) The BHWG Meetings may be called more frequently or as conditions dictate. BHWG meeting topics should include but are not limited to: United States Navy (USN) reported wildlife mishaps and incidents; USN BASH Team information updates; locally observed/reported wildlife activity, to include Low Level ranges/routes, airfield inspections/surveys, recovered wildlife remains, wildlife strikes; local wildlife habitat management/modifications, to include dispersal/depredation activity, environmental/land management activity, land uses (landfills, agriculture crop seasons); BASH related budgeting issues; annual bird migrations; local BASH Plan procedures and responsibilities, to include observed effectiveness/deficiencies; BASH awareness training/education, to include bird watch condition (BWC) code definitions and communications; flying schedule and wildlife activity conflicts; BASH self inspection checklist; status of bird dispersal supplies; and/or a review of FliP documents for wildlife advisories (Phase I/II designations).

(d) The BHWG will: collect, compile, and review data on bird strikes; identify and recommend actions to reduce hazards; recommend changes in operational procedures; prepare informational programs for aircrews; and serve as a point of contact for off-base BASH issues.

(e) The BHWG submits all recommendations through the BHWG chairman to the operational commander for final approval and implementation.

(f) A representative from Airfield Operations will chair the BHWG. At a minimum, the group will consist of representatives from Marine Aircraft Group 14 (MAG-14), Wing Safety, Aircraft Maintenance, Airfield Management, Natural Resources, Grounds Maintenance, associated units, and other tasked organizations as required.

b. Tasks

(1) Director, Operations, MCAS Cherry Point

(a) Initiates previously developed procedures to alert aircraft of potential bird hazards and organizes a bird dispersal team trained in the use of active dispersal devices to drive away birds creating hazards to aircraft around the airfield.

(b) Initiates previously developed procedures to alert aircraft of potential/actual bird hazards in the Bombing Target-11 Complex.

(2) Airfield Operations Department, MCAS Cherry Point

(a) Airfield Operations Officer. Provide input and guidance to the BASH Countermeasure Operation at MCAS Cherry Point and adjoining airspace.

(b) Operations Duty Officer (ODO). Keeps a constant awareness of bird activity within Cherry Point aircraft traffic patterns and, in case of such activity, implements the following steps to disseminate information and implement action.

1 During normal daily operations, BWC, upgrade/downgrade decisions reside with the ODO. BWC conditions will be set based on bird/wildlife observations by ground personnel and aircrews. However, before changing the BWC, information from other team members, Flight Safety, pilot reports, and Tower/Radar Approach Control (RAPCON) will be considered.

2 When Tower or RAPCON observes high numbers of birds either visually or on radar, they will inform the ODO using radio or telephonic communications. The ODO will then advise the BASH team when the bird watch condition is raised or lowered.

3 The following terminology has been established for rapid communication of bird activity. Bird locations should be given with the condition code. These codes are standard and other terminology is not authorized.

(a) Condition SEVERE. Bird activity on or immediately above the active runway or other specific location representing high potential for strikes or affecting the flight path of inbound or departing aircraft. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under BWC SEVERE.

(b) Conditions MODERATE. Bird activity near the active runway that presents an increased potential for strikes. Further clarification defines MODERATE as "bird activity that does not affect the runway or the flight path of an aircraft, but presents a suitable hazard if birds alter their flight path." BWC MODERATE requires increased vigilance by all agencies, supervisors, and aircrews.

(c) Condition LOW. Bird activity on and around the airfield represents a low potential for strikes.

(c) Informs the Air Traffic Control Facility Officer (ATCFO) and the tower of position of bird hazard and ensure information is placed into the Automatic Terminal Information Service (ATIS).

(d) Notifies United States Department of Agriculture, Animal and Plant Health Inspection Service, Wildlife Services (USDA, APHIS, WS) and request they disperse birds. (They will be responsible for monitoring and using bird scaring devices including whistle bombs, acoustic devices, etc. and lethal control).

(e) If USDA, APHIS, WS is unattainable, notify Environmental Accountability Division (EAD), Natural Resources Manager for further assistance. EAD Natural Resource Manager will hold all state and federal depredation permits; coordinate with State and Federal agencies, and Facilities Maintenance Department.

(f) Monitors, reports and controls hazardous bird and wildlife activity, and altering or discontinuing flying operations as needed.

(g) Will establish provisions for disseminating information to all assigned and transient aircrews on specific bird hazards and procedures for avoidance.

(3) Director, Facilities, MCAS Cherry Point

(a) Establishes controls over grass mowing and/or herbicide that will ensure maintenance of grass height in accordance with the Clear Zone Management Plan for MCAS, Cherry Point.

(b) Assists the Airfield Operations Department, as required, in the use of active bird dispersal devices to drive away birds which might be a hazard to aircraft from areas other than the runway environment.

(c) Collects bird remains (e.g., feathers and carcass) from runways and taxiways and contact USDA, APHIS, WS or EAD for pick-up, identification, and disposal of bird remains.

(d) Establishes procedures to eliminate or reduce environmental conditions that attract birds, deer and other wildlife which pose a threat to the airfield operating environment.

(e) Initiates procedures to inspect control and maintain the airfield perimeter fence and gates to reduce and eliminate any potential wildlife access to the airfield.

(f) Requests USDA, APHIS, WS to disperse, remove, and depredate birds, deer, or other hazardous wildlife from the airfield in a safe and timely manor.

(g) Maintains current and effective Migratory Bird Depredation and Special Airport Depredation Permits (i.e., mammals and other wildlife under state jurisdiction) and renewal of these permits annually through USDA, APHIS, WS, United States Fish and Wildlife Services (USFWS), and North Carolina Wildlife Resources Commission (NCWRC).

(4) OIC, Crash Fire Rescue Officer, MCAS Cherry Point

(a) Ensures Crash Crew Position Response (HOTSPOT) personnel advise the Tower or ODO of bird hazards including location, type, and number of birds.

(b) When the utilization of Crash Crew personnel for bird dispersion is deemed necessary by the ODO, the use of acoustical means (e.g. sirens) and high pressure water can be used. Every effort is to be made to chase wildlife away. The ODO must immediately call USDA, APHIS, WS of such activity and request assistance.

(c) In the event nonlethal methods are unsuccessful, immediately inform the Tower or the ODO and notify USDA, APHIS, WS or EAD Natural Resource Manager.

(5) Air Traffic Control Facility Officer, MCAS Cherry Point

(a) Ensures Tower personnel keep a constant watch for bird hazard activity and immediately advise the ODO if any hazards are observed or reported.

(b) Ensures Air Traffic Control (ATC) personnel disseminate bird hazards by all available means to aircraft in vicinity of Cherry Point. Ensure ATIS is current in reporting bird hazard activity.

(c) Ensures ATC personnel issue safety alerts to aircraft of bird hazards and men and equipment trying to countermeasure the hazard.

(d) Ensures all possible assistance is given to countermeasure personnel in receiving safe access onto the desired airfield areas.

(e) Initiates deer sweeps prior to all night fixed wing departures and arrivals as per the reference, section 1009.

(6) Weather Officer, MCAS Cherry Point

(a) Ensures bird hazards as reported by the ODO be disseminated to the aircrew during time of weather brief.

(b) Ensures bird hazard activity information is placed on weather vision.

(7) Airfield Operations Officer, MCALF Bogue

(a) Advises the Director, Operations, MCAS Cherry Point of quantities of bird control equipment needed. Initiates previously developed procedures to alert aircrews of potential/actual bird hazards and organize a trained bird dispersal team. Provides a report of monthly dispersal activities to the USDA, APHIS, WS office at Cherry Point.

(b) Complies with grass height management technique recommendations contained in the Clear Zone Management Plan for MCALF Bogue.

(8) Pilots

(a) Inform the appropriate authorities (Tower, ATC, etc.) as soon as possible of any significant bird activity or near miss.

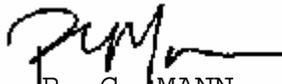
(b) All bird or animal strikes must be reported to appropriate authority and USDA, APHIS, WS to allow rapid dissemination of warning, and collection of appropriate data.

5. Administration and Logistics. The CG 2d MAW, Director Facilities, and Director Operations/AirOps Department concur with the contents of this Order insofar as it pertains to members of their command.

6. Command and Signal

a. Command. This Order is applicable to the Marine Corps Reserve.

b. Signal. This Order is effective the date signed.

  
R. C. MANN  
By direction

DISTRIBUTION: A