

WORK ZONE

REDUCING MISHAPS BY 50%



BASH Bird/Animal Strike Hazard

You're on final approach; you look up, and a cloud of 10,000 shore birds are between you and the runway—obviously a dangerous situation, but was it avoidable? Every time you strap in to fly, there's a possibility you will encounter a bird or animal.

The Naval Safety Center has recorded information regarding wildlife-strike events with naval aircraft since 1979. This data has helped us develop bird detection and deterrent strategies, harassment techniques, and habitat modification to reduce the incidence of wildlife strikes at Navy and Marine Corps airfields around the world.

With our web-based wildlife-strike-reporting process, the number of reported strike events is increasing every year. But, the BASH program involves more than just birds; it includes all types of wildlife, including deer, fox, bats, moose, coyotes, snakes, and even fish. Facilities that now are collecting data on BASH events are realizing just how powerful this data can be in preventing future strike events and educating pilots and airfield personnel. By reducing the number of BASH events, facilities will realize reduced maintenance costs and aircraft downtime. This data also has proven useful to the facilities natural-resources managers in documenting and managing problem areas and species of wildlife around the facility.

To report a wildlife-strike event, go to our Safety Center website at: www.safetycenter.navy.mil/aviation/operations/bash/. All events, and even near-miss events, are to be reported whether they do damage to the

aircraft or not. Although the number of strike events are increasing every year, we estimate only about 25 percent of them are being reported.

The key to a facility's successful BASH-prevention program is identifying the strike remains and location of the event. By knowing what the problem species are, efforts in harassment and depredation can be targeted. Most facilities have a natural-resources professional on staff. They can help with identifying the remains; save as much of it as possible. Of the 593 strikes reported in 2004 (through Nov.), only 237 had remains collected, and just 141 remains were identified.

For more information on the Navy's BASH program, contact: (All strike remains that cannot be identified locally also should be forwarded to Mr. Klope.)

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Approach featured the BASH program in a special April 2003 issue. View it online at: www.safetycenter.navy.mil/media/approach/issues/apr03/. 

Do you know the No. 2 most reported bird species causing aircraft strikes on ships at sea? First is the generic "unknown seabird." Let's face it: How many of you can tell the difference between a sooty shearwater and a fulmar? But, No. 2 on the hit list is the barn pigeon—and we all know what that looks like.

Where are these birds coming from? The ship itself. Every time a Navy ship pulls out of port, it not only has taken on supplies but also a new load of pigeons. Since the Safety Center has documented this problem, efforts are underway to include bird surveys throughout the ship before the ship leaves port. If any birds are found on the ship, including pigeons, owls, sparrows, and starlings, they will be removed as a part of the ship's BASH program.

Need BASH training? A BASH training module has been developed through the Navy Civil Engineer Corps Officers School (CECOS). This module is available in cd format. Contact Dr. Rick Montgomery, Environmental Training Technologies, CECOS, (256) 721-6675, e-mail esupport@tecquest.net. Additional training modules are available from Dr. Montgomery upon request.

Why BASH programs are important.

	Class-A/B/C events	Total costs
2000 to 2004(through Nov.)	61	\$63,728,073.00