Wildlife Aircraft Strike Hazard (WASH) Plan

January 2019

United States Army
Allen Army Airfield (AAAF)
Fort Greely, Alaska (USAG-FGA)

Home of the United States Strategic Missile Defense Complex
Missile Defense Agency

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WILDLIFE AIRCRAFT STRIKE HAZARD (WASH) PROGRAM.

This plan is used in conjunction with IMCOM Pamphlet 385-90-1

April through November are the most hazardous flight months due to migrating waterfowl however any wildlife strike can occur year-round.

If the airfield environmental conditions meet the criteria in the Alaska Red Flag Warning & Fire Weather Watch Criteria, pyrotechnics will NOT be used for hazing any wildlife.

Wildlife Hazard Working Group

a. The AAAF Army Airfield WHWG has been established to help control bird activity in and around the airfield. Members will meet as directed by the President of the group, as a minimum, prior to the spring migration and once again after the fall migration.

b. The following personnel are designated members of the WASH working group.

AAAF Airfield Manager	Darren Bensen
AAAF Safety Officer	Colleen Pugh
AAAF Chief, ATC	Thomas Knight
AAAF WASH Program Manager	Michael Ferguson
USAG-FGA DPW Environmental Chief	Ronald Crofford
USAG-FGA DPW Natural Resource Manager	Richard Barth

Responsibilities

a. Airfield Manager shall:

Oversees the operation and execution of this WASH plan on the airfield and its effectiveness and also is a member of the WHWG.

(1). Will maintain records of all incidents involving WASH, or other reported operational hazards on the airfield. This will be done by keeping copies of all FAA Forms 5200-7, and DA Forms 2696-R that are related to wildlife hazards.

(2). Will coordinate with Ft. Greely DPW Environmental personnel to ensure that AAAF has all necessary state and federal permits pertaining to wildlife control. WASH program manager will also provide DPW Environmental with a copy of the yearly wildlife hazing activity.

b. The Airfield Manager or his designated representative should:

(1) Declare a Wildlife Watch Condition (WWC) based on WWC criteria IAW this plan and recommendations from base/flight operations and air traffic control (ATC).

(2) Disseminate wildlife hazard warnings on the airfield IAW this plan.

(3) Provide guidance to airfield personnel on the reporting of WWC and wildlife strikes to aircraft.

(4) Offer guidance to base/flight operations personnel on procedures to be followed under each WWC.

(5) Make operational changes to avoid areas and times of known hazardous wildlife concentrations, mission permitting.

(6) Determines where WDDT members can respond.

(7) Coordinates with DPW and environmental on actions to modify habitat and trap/remove wildlife.

(8) Check the training of all members of the WDDT on dispersal and depredation equipment.

(9) Monitors compliance with the WASH plan.

(10) Assembles and disseminates wildlife data to WHWG and aviation units.

(11) Monitors wildlife activity and strike statistics.

(12) Monitors compliance with reporting procedures in coordination with DPW Environmental.

(13) Coordinates with flight operations personnel in collecting wildlife remains after strikes.

c. Flight Operations shall:

(1). Flight Operations will maintain a log of wildlife activity, type, and the specific area of airfield that is affected.

(2). Shall post and maintain NOTAM's of wildlife activity.

(3). During daily airfield inspections and checks, observe, report and/or disperse wildlife on or near the airfield if necessary.

(2) Based on observation or reports of wildlife activity, recommends a WWC condition to the ATCT and the airfield manager.

(3) Posts the current WWC on the IDS5 system.

(4) Report wildlife strike incidents to airfield manager, airfield safety program manager and DPW environmental.

(5) Maintain wildlife dispersal equipment and wildlife identification books.

(6) Recover wildlife remains after a strike for pick-up and identification by DPW environmental personnel.

(7) Report of a wildlife aircraft strike mishap from the pilot or other personnel and submit to the ASPM to enter the data online at the US Combat Readiness Safety Center through (Report-It). Report-It is the centralized mechanism for collecting injury, illness and loss reports to help the Army meet its applicable regulatory requirements and effectively manage its safety and occupational health program. Army Safety Management Information System Revised (ASMIS-R), is necessary to reduce accidental loss. This automated incident reporting system will meet thefunctional needs of both comma

(8) Maintain daily records of wildlife activity and harassment (responses of birds/wildlife to control activities and number of birds/wildlife shot/dispersed) Report depredated species to DPW-environmental/(fish and wildlife).

(9) Create a map to indentify high risk areas. ATCT shall inform local aircraft of wildlife hazards around the airfield.

(4). Serve as a member on the AAAF Wildlife Hazard Working Group (WHWG).

(5). ATCT and Flight Operations will inform each other of wildlife sightings on or near AAAF.

b. Pilots in Command (PIC) should;

(1). Inform the ATCT of wildlife activity during approaches, pattern work, and hover work.

Wildlife Watch Condition (WWC).

Use the following WWC to alert aircrew of bird activity.

(1). WWC Severe. Indicates heavy concentrations of wildlife on or immediately adjacent to the runway, which presents an immediate hazard to flight operations; or any concentration of wildlife that presents a danger to aircraft. Aircrews should thoroughly evaluate mission need before operating in these areas.

(2). WWC Moderate. Indicates moderate concentrations of wildlife that are in a location that represent a probable hazard to flight operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3). WWC Low. Indicates sparse wildlife activity on the airfield and a low probability of hazard.

Aircraft Operational Procedures to Reduce WASH Potential.

Typical operational changes that should be considered to avoid areas and times of known hazardous wildlife concentrations, mission permitting are as follows:

(a) Raise pattern altitude.
(b) Change pattern direction to avoid bird concentrations.
(c) Avoid takeoffs/landings at dawn/dusk +/-1 hour.
(d) Limit or prohibit formation takeoffs and landings.
(e) Depart pattern in trail; rejoin 3000 feet above ground level.
(f) Flying unit: Reschedule local training or transition elsewhere.
(g) Raise altitude en route to low level or training areas
(h) Flying units: Limit time on low level routes to minimum for training requirements.
(i) Flying units: Select low level routes or training areas based on bird hazard data.
(j) Split formation during recovery.
(k) Make full stop landings.

Reporting of wildlife aircraft strikes:

a. The pilot shall inform the ATCT of any wildlife strike and, if airborne, land to assess the damage. If the strike occurs on the ground, the pilot should stop the aircraft to assess the damage. Note: Report known or suspected strikes even if no wildlife remains are found on the aircraft. Base operations/Flight Operations shall dispatch personnel to retrieve any remains if found on the airfield or immediate vicinity

b. After assessing the aircraft for damage, preserve wildlife remains (including feather, fur and tissue). Wildlife remains shall be photographed and logged. Inform Environmental Services of the deceased wildlife and the circumstances. Personnel collecting wildlife remains should receive instruction on procedures to safely collect remains.

c. Report the strike by filling out FAA Form 5200-7, Bird / Other Wildlife Strike Report (Appendix A). Flight Operations shall have this form on hand or it can be downloaded at "http://www.faa.gov/documentLibrary/media/form/faa5200-7.pdf". Follow the instructions on page 3 of the 5200-7 form and mail to the address found on page 2 of the 5200-7 form.

d. If an aircraft is damaged, the unit aviation safety officer should be informed and an accident investigation will be performed IAW DA Pam 385-40

Bird Hazing and Depredation for AAAF

a. The ATCT will notify Flight Operations of wildlife congregating on the runway. Flight Operations will dispatch a vehicle to haze the wildlife off the runway and adjacent areas. At the discretion of Flight Operations, pyrotechnics may also be used.

All hazing will be done by trained personnel and in accordance with federal and state permits. Prior to the use of pyrotechnics on the airfield, Flight Operations will check the AICC website under the Fuels/Fire danger tab. Pyrotechnics will not be used if the FFMC (Fine Fuel Moisture Code), ISI (Initial Spread Index), or BUI (Buildup Index) are Extreme (code red). Central Dispatch will be called and informed of the use of pyrotechnics on the airfield. Once the use of pyrotechnics has ended, Central Dispatch will be notified as such. Pyrotechnics should never be launched into wooded areas. A fire extinguisher must be present when using pyrotechnics. A check must be made within one hour after launching pyrotechnics to ensure that there are no signs of smoke or fire. Flight Operations will maintain a log of the species and quantity of wildlife being hazed. ATCT will notify aircraft of hazing attempts and determine usability of the runway.

b. Maintain a uniform grass height between 7 and 14 inches (18-36 cm). This has been proven to discourage the nesting activities of most species.

c. Hazing of birds is the preferred method of removing species that the grass doesn't deter. Hazing is accomplished by using an airfield operations vehicle to aggravate the birds or the use of pyrotechnics into departing the area.

d. Depredation of birds on AAAF will only happen after all attempts at hazing have failed. The Airfield Manager/ Commander will be the sole authority for depredation. Depredation will be carried out IAW current depredation permit(s) guidelines. A federal depredation permit, available from the U.S. Fish and Wildlife Service (USFWS), is required before depredating any protected birds. The application for the depredation permit is a USFWS Form 3-200-13, *Federal Fish and Wildlife License/Permit Application Form*, and must be accompanied by the information requested by the USFWS information sheet 50 CFR 21.41. A copy of the permit must be carried whenever exercising its authority.

Flight Operations Considerations

a. When environmental modifications and active control measures do not satisfactorily reduce wildlife hazards on the airfield, aircraft flying operations may have to be altered to reduce the risk of bird strikes. Bird hazards, like any other safety hazards, must be assessed with respect to operational requirements. During contingency operations or advanced stages of readiness, bird hazards may have minimal safety priority. During training to maintain operational readiness; however, certain changes can be made to improve safety, reduce costly repairs, and protect aircrews.

b. Flying one hour before and after dawn and dusk should be avoided unless absolutely necessary. The highest levels of bird activity normally occur during these hours as birds leave and return to their roosts. Avoiding Flight Operations during these periods can significantly reduce the chance of a bird strike.

c. Five of the most common bird hazards found on AAAF are Gulls, Ravens, Ducks, Geese, and Cranes.

(1) Gulls. When including both commercial and military bird strikes, gulls represent the most significant hazard to aircraft worldwide. Due to their omnivorous feeding habits and preference for flat, open areas to rest, they are commonly found on airfields. Gulls are most active just after sunrise and before sunset as they move to and from feeding areas. Improperly operated landfills are a significant source of attraction for gulls and should not be allowed in the vicinity of airfields. (NOTE: The landfill for USAG-FGA is located approximately 3 miles, directly south of the airfield). Persistent harassment using pyrotechnics and bioacoustics is necessary to discourage these birds. Do not allow these birds to establish a habit of using the airfield to feed, breed, or rest.

(2) Ravens. These omnivorous birds are common in open areas and around landfills. These birds may occur in large flocks, particularly at sunset as they return to roost sites. Proper grass-height management will reduce population numbers. Use pyrotechnics and bioacoustics to frighten these birds if they occur on the field.

d. Waterfowl (Ducks, Geese and Cranes). A distinction must be made between resident and migrating populations.

(1) Resident waterfowl are attracted to an area to breed or feed. Hazing will occur before any waterfowl takes up residence on this airfield. Ponding, ditches or wetlands, etc., may attract these birds. Among AAAF, drainage ditches have been installed in potential ponding areas and been filled with bullrock to deter standing water. When possible, drain standing water sources after ensuring compliance with wetland laws and regulations. Wetland areas should be relocated as far from runways and traffic patterns as possible. There are no wetlands on AAAF. Pyrotechnics along with propane cannons are somewhat effective control techniques for waterfowl.

(2) Migrating waterfowl such as Geese are particularly dangerous to aviation due to the large numbers and generally higher altitude of the birds. Large flocks of waterfowl travel along traditional flyways to their breeding and wintering grounds during spring and fall, respectively. Huge flocks may stop along the route awaiting favorable weather conditions to continue. Migrating birds are most active from sunset through midnight, with numbers decreasing in the early morning hours. April through November are the most hazardous flight months due to migrating waterfowl. Avoid flying during the evening hours if possible. Reference the online BAM and AHAS for bird hazard information associated with waterfowl migration and low-level routes. .

(3) Cranes. These large birds are most hazardous during migration, particularly in the fall when many thousands of birds may be concentrated in a small area. Avoid flying at dawn and dusk in areas of known concentrations. Use pyrotechnics on the airfield to disperse these birds.

e. Two of the most common ground animal hazards encountered on AAAF are the Moose and Fox. In both cases, use of a Flight Operations truck to scare these animals off will be a sufficient deterrent.

Procedures for Identification and Disposal of Animal and Bird Remains.

In the case of animal remains found during FOD checks, alert the ATCT of the location if they aren't already aware of it. Check with any aircraft unit/s that have been flying over or near the airfield recently, to see if any of their aircraft were involved. If they were, make sure you gather as much information as possible. Talk with the PIC and take pictures of the aircraft if at all possible. Also take pictures of the deceased wildlife for identification purposes. Complete FAA Form 5200-7, *BIRD/OTHER WILDLIFE STRIKE REPORT,* or DA Form 2696 *OPERATIONAL HAZARD REPORT* as soon as possible. NOTE: The form can also be electronically filed on the FAA sponsored web-site (http://wildlife-mitigation.tc.faa.gov/).

g. Daily Operations.

(1). Flight Operations will partner with the ATCT and aircraft within the AAAF pattern in the detection of birds and other wildlife.

(2). Notify aircraft of wildlife hazards per appropriate FAA directives and AAAF WASH Program.

(3). Notify USARAK G-3, IMCOM-PR, ALCOM Aviation threads regarding all incidents involving WASH, or other reported operational hazards on the airfield.

(4). AAAF Flight Operations and ATCT will perform observations and airfield checks that consist of monitoring wildlife, on and around the airfield on a daily basis. Recommendations and concerns are directed to AAAF Flight Operations.

(5). Positive observations will require hazing to be completed immediately.

(6). Flight Operations personel will maintain a log of observed or hazing activity including date, quantity, species and location within the airfield.

h. WASH Bird Exclusion Zones & Watch Areas.

(1). The Bird Exclusion Zone is defined as the runway, the sod areas on both sides of the runway including the runway lights, and the area surrounding the HIRL on each end of the runway.

(2). Bird Watch Area is defined as the area of the airfield which includes all grassy areas, taxiways and apron areas.

(3). All personnel assigned or located within building T-100 will read the USAG--FGA Swallow Policy annually and comply fully.

(4). All AAAF Flight Operations will observe for migrating birds annually during the following periods: April through October for migration. Observations will comply with WASH Program requirements and noted within the prescribed form. Observations as required will be posted within NOTAM.

Primary Bird Species of concern are: X = Confirmed, L = Likely

Common Name	*Occurrence**	*Could be a WASH issue*
Horned Grebe	X	
Trumpeter Swan	X	
Tundra Swan	X	
Canada Goose	X	X
Greater White-fronted Goose	X	X
Green-winged Teal	L	
Mallard	X	
Northern Pintail	X	
Hammond's Flycatcher	X	
Northern Shoveler	L	
American Wigeon	X	
Ring-necked Duck	L	
Greater Scaup	L	
Common Goldeneye	X	
Barrow's Goldeneye	L	
Bufflehead	X	
Osprey	X	
Bald Eagle	X	
Northern Harrier	X	X
Sharp-shinned Hawk	X	
Northern Goshawk	X	
Red-tailed Hawk	X	X
Rough-legged Hawk	X	
Golden Eagle	L	
American Kestrel	X	
Merlin	L	
Peregrin Falcon	L	
Spruce Grouse	X	
Ruffed Grouse	X	
Sharp-tailed Grouse	X	
Willow Ptarmigan	X	
Sandhill Crane	X	X
Semipalmated Plover	L	X
Lesser Yellowlegs	L	
Spotted Sandpiper	L	
Upland Sandpiper	X	
Long-billed Dowitcher	L	
Common Snipe	L	
Mew Gull	X	

Herring Gull	X	
Great Horned Owl	X	
Northern Hawk Owl	X	
Great Grey Owl	L	
Boreal Owl	L	
Short-eared Owl	L	
Downy Woodpecker	X	
Hairy Woodpecker	X	
Three-toed Woodpecker	X	
Black-backed Woodpecker	X	
Yellow-shafted Flicker	X	
Olive-sided Flycatcher	L	
Western Wood-Pewee	L	
Alder Flycatcher	X	
Horned Lark	X	
Tree Swallow	X	X
Violet-green Swallow	X	X
Bank Swallow	X	
Cliff Swallow	X	
Gray Jay	X	
Black-billed Magpie	X	
Common Raven	X	X
Black-capped Chickadee	X	
Boreal Chickadee	X	
Ruby-crowned Kinglet	X	
Mountain Bluebird	X	
Gray-cheeked Thrush	L	
Swainson's Thrush	X	
Hermit Thrush	X	
American Robin	X	
Varied Thrush	L	
American Pipit	X	
Bohemian Waxwing	X	
Northern Shrike	X	
Orange-crowned Warbler	X	
Yellow Warbler	L	
Yellow-rumped Warbler	X	
Townsend's Warbler	L	
Blackpoll Warbler	X	
Wilson's Warbler	X	
Northern Waterthrush	L	
American Tree Sparrow	X	
Savannah Sparrow	X	
Fox Sparrow	X	
Chipping Sparrow	X	
Lincoln's Sparrow	L	
White-crowned Sparrow	X	
Dark-eyed Junco	X	

Lapland Longspur	X	
Snow Bunting	X	
Brown-headed Cowbird	X	
Rusty Blackbird	X	
Pine Grosbeak	X	
White-winged Crossbill	X	
Common Redpoll	X	

Primary Game Species of concern are: X = Confirmed, L = Likely

Common Name	***Occurrence****	***Could be a WASH issue***
Arctic Fox		
Beaver		
Coyote		
Lynx	X	
Marmot	X	
Marten	X	
Mink	L	
Muskrat		
Northern Flying Squirrel	X	
Red Fox	X	X
Red Squirrel	X	
Weasels		
Wolf	L	
Wolverine	L	
Bats		
Hares		
Lemmings	X	
Pikas		
Porcupine	L	X
Shrews	X	
Voles	X	
American Bison		
Black Bear		
Brown Bear		
Grizzly Bear	X	
Caribou		
Moose	X	X
Grouse	X	
Ptarmigan	X	
Snowshoe Hare	X	

Passive Controls for Managing Airfield to Reduce WASH

(1). The most permanent methods of discouraging birds from using airfields involve removing attractive habitat features. Methods to reduce attractants include:

(a). Grass Management. Become familiar with airfield turf species and manage the airfield vegetation to make it as homogeneous as possible.

(b). Grass Height. Mow to maintain a uniform grass height between 7 and 14 inches (18-36 cm). Mowing frequency depends on grass height. Coordinate mowing with periods of low flight activity. Cut grass before it goes to seed to discourage seed eating birds from using the airfield. Long grass discourages flocking species from entering the airfield because reduced visibility disrupts interflock communication and flock integrity and also prevents predator detection. Normally, grass should not exceed 14 inches (36 cm) as high grass will attract some bird species and rodents, which in turn attract raptors. Airfields with a variety of grass species may have a fast-growing strain, which reaches 14 inches (36cm) sooner than the rest of the airfield. Mow before the grass height reaches 14 inches (36 cm).

(c). Mowing criteria. Begin mowing adjacent to runways and finish in the infield or outermost grass areas. This will tend to cause insects and other animals to move away from aircraft takeoff and landing areas. Also, do not mow grass shorter next to the runway than in other areas.

(d). Herbicides and Growth Retardants. Keep broad-leaved weeds to a minimum on the airfield. Herbicides and/or growth retardants will be applied by DPW Environmental or a approved contractor. Apply as necessary to control weeds and comply with environmental usage requirements. Broad-leaved weeds produce seeds or berries, and may limit grass growth. Herbicides and Retardants should be tested on small test plots before use on areas in general.

(e). Planting Bare Areas. Prevent bare areas as birds frequently use them as resting sites on the airfield. Plant grass adapted to the area and irrigate until new grass is established.

(f). Fertilizing. Fertilize as needed to stimulate grasses and promote a uniform cover. Rate and frequency of application may vary from that of other semi-improved grass areas.

(g). Removing of Edge Effects. The greatest numbers of bird species are found where vegetation types change from forests to brush or brush to grass. To reduce bird problems, keep edge effects to minimum, or as far from the active runway as possible. If an airfield has clumps of brush and shrubs around the grass, more bird habitats are available. Remove brush and weeds to maintain the airfield in the most uniform condition possible. This eliminates the cover many birds and rodents require. Single trees or snags on an airfield may provide perches for hawks, owls, or other bird

species.

(h). Controlling Drainage. Fresh water is one of the most important airfield bird attractants, especially in arid regions and near the sea coast. Standing water creates a breeding place for insects, amphibians, and other food sources for birds. After heavy rains, mark airfield areas with chronic standing water. When dry, fill level and reseed these areas with grass to match the rest of the airfield. Make airfield drainage ditches as deep as possible to limit the surface area of the water and still allow proper drainage according to civil engineering requirements. Wading birds, such as herons and shorebirds, are less likely to use deep drainage ditches. Grade the banks of the drainage ditches to allow mowing up to the edge of the ditch. Keep drain pipes, culverts, and screens clear of debris so drainage is not impeded.

Appendix A

Form Approved OMB NO. 2120-0045
3/31/2010

U.S. Department of Transportation
Federal Aviation Administration

BIRD / OTHER WILDLIFE STRIKE REPORT

1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model
4. Aircraft Registration	5. Date of Incident ____/____/____ Month Day Year	6. Local Time of Incident ☐ Dawn ☐ Dusk ___ HR ___ MIN ☐ Day ☐ Night ☐ AM ☐ PM
7. Airport Name	8. Runway Used	9. Location if En Route (Nearest Town/Reference & State)
10. Height (AGL)	11. Speed (IAS)	

12. Phase of Flight

- ☐ A. Parked
- ☐ B. Taxi
- ☐ C. Take-off Run
- ☐ D. Climb
- ☐ E. En Route
- ☐ F. Descent
- ☐ G. Approach
- ☐ H. Landing Roll

13. Part(s) of Aircraft Struck or Damaged

	Struck	Damaged		Struck	Damaged
A. Radome	☐	☐	H. Propeller	☐	☐
B. Windshield	☐	☐	I. Wing/Rotor	☐	☐
C. Nose	☐	☐	J. Fuselage	☐	☐
D. Engine No. 1	☐	☐	K. Landing Gear	☐	☐
E. Engine No. 2	☐	☐	L. Tail	☐	☐
F. Engine No. 3	☐	☐	M. Lights	☐	☐
G. Engine No. 4	☐	☐	N. Other: (Specify)	☐	☐

14. Effect on Flight

- ☐ None
- ☐ Aborted Take-Off
- ☐ Precautionary Landing
- ☐ Engines Shut Down
- ☐ Other: (Specify)

15. Sky Condition

- ☐ No Cloud
- ☐ Some Cloud
- ☐ Overcast

16. Precipitation

- ☐ Fog
- ☐ Rain
- ☐ Snow
- ☐ None

17. Bird/Other Wildlife Species

18. Number of birds seen and/or struck

Number of Birds	Seen	Struck
1	☐	☐
2-10	☐	☐
11-100	☐	☐
more than 100	☐	☐

19. Size of Bird(s)

- ☐ Small
- ☐ Medium
- ☐ Large

20. Pilot Warned of Birds ☐ Yes ☐ No

21. Remarks *(Describe damage, injuries and other pertinent information)*

DAMAGE / COST INFORMATION

22. Aircraft time out of service:	23. Estimated cost of repairs or replacement (U.S. $):	24. Estimated other Cost *(U.S. $) (e.g. loss of revenue, fuel, hotels):*
_____ hours	$	$

Reported by *(Optional)*	Title	Date

Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20

FAA Form 5200-7 (11-97) Supersedes Previous Edition Electronic Version (Adobe) * U.S. GPU:1997-432-349/74201 NSN: 0052-00-651-9005

Appendix B

OPERATIONAL HAZARD REPORT

For use of this form, see AR 385-10; the proponent agency is DAS.

Requirements Control Symbol - CSOCS-307

An operational hazard is any condition or act that affects or may affect the safety of Army aircraft or associated personnel and equipment.

1. TO: *(Include 9-Digit ZIP Code)*	2. FROM: *(Name and Address of Originator (Include 9-Digit ZIP Code))* ***(OPTIONAL - SEE INSTRUCTIONS)***
Aviation Safety Officer *(LCL Command)*	

3. Date and Time of Occurrence

a. YEAR	b. MONTH	c. DAY	d. TIME *(LCL)*	e. CHECK ONE
				☐ (1) Day ☐ (2) Night ☐ (3) Dawn ☐ (4) Dusk
f. USASC USE ONLY				

4. Location Where Hazard Occurred ***(Check all applicable items.)***

☐	a. In Flight	☐	h. Airfield/Heliport	☐	k. This hazard occurred on or near
☐	b. Airways	☐	(1) Movement Area/Parking	(1)	AIRPORT/INSTALLATION
☐	c. Uncontrolled Airspace	☐	(2) Hangar		
☐	(1) NOE	☐	(3) Support Area	(2)	DISTANCE FROM N.M./DME
☐	(2) Low Level	☐	i. Field Site		
☐	d. Terminal Control Area	☐	j. Obstacle	(3)	DIRECTION FROM DEGREES MAG
☐	e. Traffic Pattern	☐	(1) Trees		
☐	f. Control Zone	☐	(2) Wires		
☐	g. On the Ground	☐	(3) Building		

5. This Hazard Pertains to

☐	a. Procedures/Instructions	☐	(1) Weather	☐	(5) Ground Control	☐	(d) USAF
☐	b. Policies/Regulations	☐	(2) Refueling	☐	(6) GCA	☐	(e) Host Nation
☐	(1) Military	☐	g. Communications	☐	(7) ILS	☐	k. Controller
☐	(2) FAA	☐	h. Pilot Procedures/Tech.	☐	(8) Tower	☐	(1) Procedures
☐	c. Facilities	☐	i. Near Midair Collision	☐	(9) Radar Service	☐	(2) Technique
☐	(1) Airport/Heliport	☐	j. Air Traffic Control	☐	(10) Publications/Flip	☐	l. Other
☐	(2) NAV Aids	☐	(1) Enroute	☐	(11) Controlling Agency	☐	m. Armament
☐	d. Maintenance	☐	(2) Terminal Area	☐	(a) FAA	☐	n. Aviation Life Support Equipment
☐	e. Materiel	☐	(3) APP Control	☐	(b) Army		
☐	f. Services	☐	(4) DEP Control	☐	(c) Navy	☐	o. Night vision devise

6. If this Hazard Occurred in Flight, Complete the Following (if additional aircraft are involved, attach supplemental sheet)

Aircraft 1		Aircraft 2 *(Aircraft 2 is other aircraft, if applicable.)*	
a. Mission		j. Mission	
b. Design		k. Design	
c. Series		l. Series	
d. Serial Number		m. Serial Number	
e. Service, MACOM		n. Service, MACOM	
f. Point of Departure		o. Point of Departure	
g. Destination		p. Destination	
h. Flight Plan	CHECK ONE ☐ (1) IFR ☐ (2) VFR ☐ (3) DVFR ☐ (4) SVFR ☐ (5) None	q. Flight Plan	CHECK ONE ☐ (1) IFR ☐ (2) VFR ☐ (3) DVFR ☐ (4) SVFR ☐ (5) None
i. Course/Heading in Degrees		r. Course/Heading in Degrees	

DA FORM 2696, OCT 2013 PREVIOUS EDITION IS OBSOLETE. Page 1 of 2

APD PE v1.00

Appendix B (continuation)

7. Meteorological Conditions			
☐	a. Clear	☐	g. Fog
☐	b. Scattered	☐	h. Haze
☐	c. Broken	☐	i. Smoke
☐	d. Overcast	☐	j. Icing
☐	e. Rain	☐	k. Visibility (in miles)
☐	f. Snow		

8. Cloud Proximity *(Check applicable blocks)*		
ITEM	AIRCRAFT 1	AIRCRAFT 2
a. Above	☐	☐
b. In/Out of Clouds	☐	☐
c. Between Layers	☐	☐
d. Below	☐	☐
e. In Clouds	☐	☐

9. For Single Aircraft Hazards, Complete item d. For Near Midair Collisions, Complete all Applicable Items.

a. What first directed your attention to Aircraft 2?			
☐	(1) Proximity Warning Device	☐	(5) Another Crewmember/Pax
☐	(2) Conspicuity Markings	☐	(6) Radar Service
☐	(3) Lighting	☐	(7) Radio Contact
☐	(a) NAV Lights	b. Proximity *(Ft.)*	
☐	(b) Strobe Lights	c. Other *(No. 2)* Aircraft Sighted at *(O'Clock Position)*	
☐	(c) Rotating Beacon	☐	(1) Above
☐	(4) Aircraft Profile	☐	(2) Below

☐	(3) Same Altitude						
☐	(4) Diverging						
☐	(5) Converging						
☐	(6) Aircraft Which Overtook the Other						
☐	(a) Aircraft 1						
☐	(b) Aircraft 2						

	d. AIRCRAFT 1				e. AIRCRAFT 2			
(1) Altitude MSL								
(2) Heading *(Degrees Mag)*								
(3) Airspeed *(Knots)*								
(4) Phase of Operation *(More than one may apply)* →	☐	(a) Static	☐	(b) Taxi	☐	(a) Static	☐	(b) Taxi
	☐	(c) Take Off	☐	(d) Climb	☐	(c) Take Off	☐	(d) Climb
	☐	(e) Level	☐	(f) Acrobatics	☐	(e) Level	☐	(f) Acrobatics
	☐	(g) Left Trn.	☐	(h) Right Turn	☐	(g) Left Turn	☐	(h) Right Turn
	☐	(i) Descent	☐	(j) Approach	☐	(i) Descent	☐	(j) Approach
	☐	(k) Landing	☐	(l) Hover	☐	(k) Landing	☐	(l) Hover

10. NARRATIVE *(Describe circumstances concerning this hazard, indicate the causes and provide corrective recommendations. Attach additional sheet, if required.)*

11. INVESTIGATION AND RECOMMENDATIONS *(To be completed by Aviation Safety Officer. Attach additional sheet, if required.)*

12. ACTION TAKEN TO CORRECT THIS HAZARD *(To be completed by Commander. Attach additional sheet, if required.)*

13. Point of Contact for Further Information *(To be Completed by Aviation Safety Officer)*

a. NAME *(Last, First, MI)*	b. RANK	c. DUTY	d. MAILING ADDRESS *(Include ZIP Code)*

e. PHONE NOS. *(AV and Comm.)*	f. MACOM *(UIC)*	g. ORGN. *(UIC)*	h. ORGN. *(UIC)*

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