

1. Scott AFB/MidAmerica Airport will enter bash phase ii effective 0601z, Wednesday, 16 November 2011 until further notice. Heightened bird/wildlife activity and the resulting increased potential for bird/wildlife strikes drives this action. The hazard consists of large and small birds, deer, fox, and coyote. All inbound military aircraft will obtain the current bird watch condition from ATIS, Scott command post, or Scott/MidAmerica tower prior to commencing approach. Scott/ MidAmerica airport uses the standard USAF bird watch condition codes defined in the flight information handbook.

2. All organizations should avoid scheduling missions to transit Scott/MidAmerica airport during the bash windows (+/- 1 hour of sunrise and sunset). While peak bird/wildlife activity occurs during these times, the potential exists at other times including at night and in marginal weather conditions. Approval authority for AMC operations at Scott/ MidAmerica airfield during bird watch condition severe is the 375 OG/CC or higher.

Approval for non-AMC operations during BWC severe rests with the executing authority.

3. 375 OG/CC has directed the following restrictions:

3.1. Local transition training will not be accomplished during phase ii operations while in the bash window (+/- 1 hour of sunrise or sunset). This does not preclude a local training sortie arriving or departing during the bash window and bird condition low in order to conduct, or having conducted, transition training at another location unaffected by bird condition.

3.2. While in bird watch condition (BWC) low: 375 OG/CC approval is not required for initial takeoff and landings. Takeoffs and landings are at the aircraft commander's discretion. Aircraft commanders will ensure the runway and arrival/departure corridors are clear of birds. There are no operating restrictions other than those concerning transition training stated above.

3.3. While in BWC moderate: no IFR/VFR transition training. Initial takeoffs and landings are authorized only when the departure and arrival routes avoid bird activity. Aircraft commanders will ensure the runway and arrival/departure corridors are clear of birds and allow for a safe approach and landing or takeoff.

3.4. While in BWC severe: no IFR/VFR transition training. Takeoffs and landings during BWC severe requires 375 OG/CC or higher approval.

3.5. When a waiver has been approved for operations during BWC severe, the 375 OG/CC or higher will actively monitor launch and recovery of AMC aircraft.

3.6. If approved for arrival or departure during bird watch condition severe, aircraft commanders must ensure the runway and arrival/departure corridors are clear of birds. Request assistance from tower, base operations and the wildlife dispersal team as necessary. Base operations can be contacted directly at DSN 576-1861 or through the control tower.

4. Request TACC, GPMRC, JOSAC, and CVAM consider these bash operational restrictions when scheduling and planning missions transiting Scott/MidAmerica airfield.

5. Bird watch conditions are not 100% effective in determining the bird strike hazard. Aircrews are advised to plan accordingly and be prepared to hold at the IAF while awaiting landing approval or when the bird condition does not allow for a safe recovery to Scott/MidAmerica airport. Pireps are essential to adequately assess the wildlife hazard. Aircrews must continue to be vigilant to ensure the safest possible operations.