



DEPARTMENT OF THE NAVY
COMMANDER
TRAINING AIR WING FIVE
7480 USS ENTERPRISE STREET SUITE 205
MILTON, FLORIDA 32570-6017

IN REPLY REFER TO:
COMTRAWINGFIVEINST 3750.4J
N8
1 Jun 15

COMTRAWINGFIVE INSTRUCTION 3750.4J

Subj: AVIATION SAFETY PROGRAM

Ref: (a) CNATRAINST 3750.22J
(b) OPNAVINST 3750.6S
(c) OPNAVINST 5100.8G
(d) OPNAVINST 5100.23G
(e) NASWFINST 5100.4
(f) COMTRAWINGFIVEINST 3500.1D
(g) CNATRAINST 3058.1A

Encl: (1) Training Air Wing FIVE BASH Reporting Worksheet, Fixed-Wing
(2) Training Air Wing FIVE BASH Reporting Worksheet, Rotary-Wing

1. Purpose. To promulgate the Training Air Wing FIVE (TW-5) Aviation Safety Program.

2. Cancellation. COMTRAWINGFIVE 3750.4H

3. Background. Reference (a) establishes the Chief of Naval Air Training (CNATRA) policy for the Aviation Safety Program for all CNATRA activities concerned with the operation of aircraft. Reference (b) contains guidelines for the conduct of the Naval Aviation Safety Program and detailed direction for the reporting and investigation of naval aircraft mishaps. References (c) through (e) describe and implement the Navy Occupational Safety and Health Program. Reference (f) establishes local policies on the use of Operational Risk Management (ORM). Reference (g) ensures ORM oversight and leadership involvement to Naval Air Training Command personnel engaging in high-risk recreational activities.

4. Scope. The Aviation Safety Program shall be a composite of all actions intended to prevent accidental injuries to personnel and damage to material assets vital to mission accomplishment. Those support areas of safety (motor vehicle, occupational, hazardous material, BASH, etc.) that may potentially affect aviation safety shall be integrated into the overall Safety Program and administered by the respective unit Safety Officer.

5. Policy. Readiness and safety are inherent responsibilities of every member of the command. An imaginative and ambitious Mishap Prevention Program shall be conducted to improve readiness through safety. Progress toward mishap prevention should be measured by specific goals and objectives. The plan to meet these goals and objectives is known as the "Safety Program."

6. Responsibilities. Wing and squadron Aviation Safety Programs shall:

a. Ensure strict compliance with established rules, regulations, instructional guidance, procedures and directives.

b. Review training objectives regularly for validity, including knowledge of operating procedures, emergency procedures, and aircraft limitations. References (f) and (g), and the resources found on the Commander, Naval Air Forces ORM information website shall be utilized to define and manage risk. All personnel, including instructors, students, and staff shall complete formal ORM training at a level commensurate with their seniority via the online ORM University.

c. Maintain strong evaluation procedures to achieve objective assessments of aircrew capability, including flight preparation, briefing, and compliance with established procedures.

d. Maintain direct and responsible personnel supervision by department heads, unit leaders, and standardization Instructor Pilots to ensure compatibility of mission requirements with instructor capabilities and to ensure maintenance of the highest standard of aircrew discipline.

e. Insist on quality maintenance, objective quality control, complete reporting and strict use of technical data.

f. Maintain an aggressive and carefully monitored Hazard Identification Program. Take prompt, positive corrective action when required. Reference (f) is germane.

g. Conduct regular meaningful review and analysis of appropriate Aircraft Mishap and Hazard Reports.

h. Ensure flight crews input Aviation Safety Awareness Program (ASAP) data after each flight. Develop corrective action for identified safety concerns. Provide command personnel with feedback in an effort to preclude recurrence of events or potential mishaps.

i. Ensure all Bird and Animal Strike Hazards (BASH) are documented per reference (b) and this instruction.

7. BASH Procedures. Wildlife strike remains collection, identification, and reporting are essential elements of any BASH Program. With proper remains collection, reporting, and identification of problem species, those that pose the greatest risks to aircraft and flight crews can be specially identified and targeted for mitigation procedures, maximizing effective use of limited BASH resources to promote safe flight operations.

a. CNATRA Detachment Maintenance Officer. The Detachment Maintenance Officer is in charge of ensuring Maintenance Contractors properly collect remains, mark the bag, and store them in the BASH freezer located in the Operations Duty Office. Enclosures (1) and (2) are provided to include with the remains to ensure all pertinent reporting information is available to squadron Aviation Safety Officers. The Detachment Maintenance Officer will provide TW-5 with a monthly list of conditional inspections done for BASH incidents at the monthly Safety Council meetings and by email.

b. Maintenance Supervisors. Contractor Maintenance Supervisors will ensure proper collection is accomplished and send an email to the TW-5 Safety Department notifying of the incident. Pertinent information that must be included at a minimum on the remains package is the following:

- (1) Calendar Date
- (2) MODEX
- (3) Squadron

Enclosure (1) provides a guideline for information that will be useful in the reporting process and should be attached to the remains in the freezer.

c. TW-5 Safety Officer. TW-5 Safety Officer will verify the contents of the freezer located in the Operations Duty Office on a bi-monthly basis. The Safety Officer will also report all BASH incidents to squadron Safety Departments to ensure proper reporting per reference (b). TW-5 Safety Officer will attend the Naval Air Station, Whiting Field (NASWF) BASH Working Group quarterly meetings.

d. Squadron Safety Officers. Squadron Safety Officers will verify the contents of the freezer on a weekly basis and ensure proper Abort Reports and HAZREPs/Mishaps are recorded for each incident to include costing data. Unless damage is reported, standard cost is one man-hour for collection of remains.

e. USDA Wildlife Biologist duties. USDA Wildlife Biologist for NASWF, is responsible for collecting remains from the freezer and sending to the Smithsonian once tagged with proper information and WESS ID number.

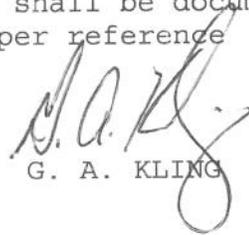
8. Safety Council and Committee Organization. To comply with references (a) and (b), and to discuss, promote, and ensure a strong, realistic program per the policies set forth in this instruction, a combined Aviation and Ground Safety Council has been established. Personnel assigned to TW-5 and NASWF will make up the council.

a. CTW-5/NASWF Aviation and Ground Safety Council. This council will meet on the second Thursday of each month and consist of the following members:

- (1) TW-5 Aviation Safety Officer
- (2) NASWF Safety Representative
- (3) Aeromedical Safety Officer
- (4) Squadron/Unit Safety Department Head
- (5) Squadron/Unit Aviation Safety Officer
- (6) USDA Wildlife Biologist Representative
- (7) Contractor Safety Officers
- (8) Base Operating Services Contractor Safety or QA Representative
- (9) Public Works Representative
- (10) Security Representative
- (11) Air Operations Representative/ATC
- (12) Maintenance Representative
- (13) Fire Department Representative
- (14) Natural Resource Representative
- (15) Medical Representative
- (16) Pensacola Air Traffic Control Representative
- (17) TW-5 Operations Officer
- (18) TW-5 Foreign Object Damage Officer

b. Occupational Safety and Health Committees. These committees shall be formed by each Squadron/Unit and meet per references (c) through (e).

9. Action. All TW-5 activities shall organize their Aviation Safety Program per reference (a). The Chairman of the associated committees will ensure meetings are conducted per the schedule in paragraph six, and as determined within individual squadrons. Squadron and tenant organization Safety Committees shall forward issues requiring outside action or coordination to the Aviation Safety Council through their respective representative. Units may submit agenda items to the TW-5/NASWF Safety Council meeting. Those agenda items requiring immediate action or significant research may be assigned to a cognizant unit Commanding Officer with a requirement to investigate and brief the item at the following council meeting. Minutes of the Safety Council Meeting shall be published and distributed to all member organizations. They include a listing of all agenda items and action taken as applicable. Routine and severe hazards to naval aviation, the TH-57, or T-6B communities, shall be documented by the discovering command via a hazard report as per reference (b).



G. A. KLING

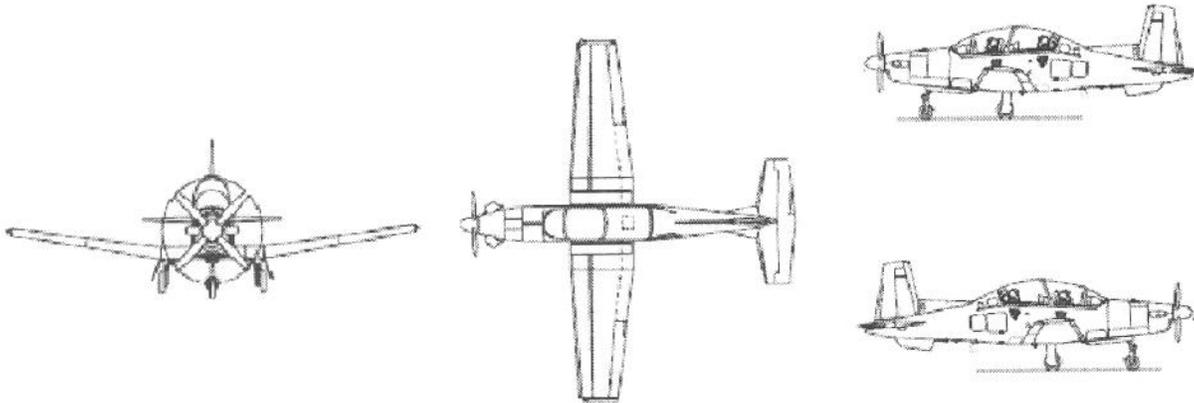
Distribution:
COMTRAWINGFIVEINST 5216.1T
Lists II, III (a)
Flight Surgeon



Training Air Wing FIVE BASH Reporting Worksheet

To be completed and signed by the discovering MX Personnel and signed by MX Supervisor.
 When completed, secure this sheet to the the appropriate bird remains in the BASH Freezer

DISCOVERY INFORMATION			
DATE DISCOVERED:		TIME DISCOVERED:	
MODEX/BuNo:		PARKING SPOT:	
AIRCREW:			
MAINTAINER (Print and Sign):			
SUPERVISOR (Print and Sign):			
LOCATION OF REMAINS:	Denote on the below model.		



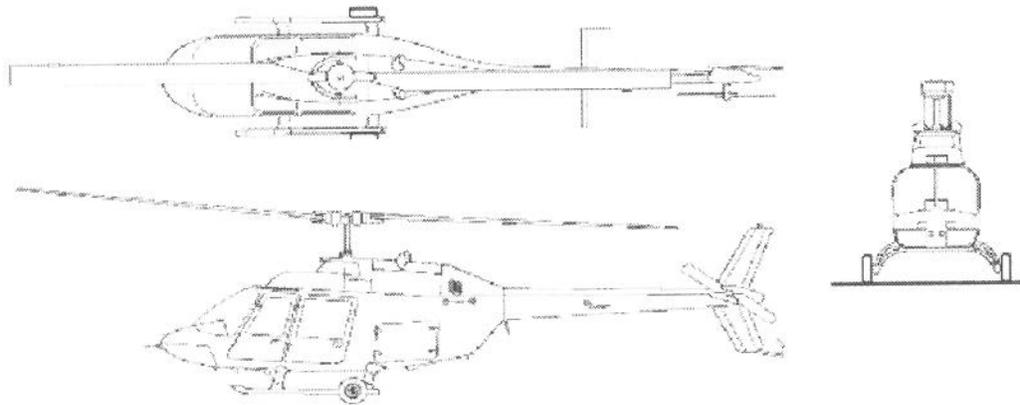
DESCRIPTION OF REMAINS:			
REMAINS BAG USED:	Y / N	PLACED IN FREEZER:	Y / N
ESTIMATION OF DAMAGES:			



Training Air Wing FIVE BASH Reporting Worksheet

To be completed and signed by the discovering MX Personnel and signed by MX Supervisor.
When completed, secure this sheet to the the appropriate bird remains in the BASH Freezer

DISCOVERY INFORMATION			
DATE DISCOVERED:		TIME DISCOVERED:	
MODEX/BuNo:		PARKING SPOT:	
AIRCREW:			
MAINTAINER (Print and Sign):			
SUPERVISOR (Print and Sign):			
LOCATION OF REMAINS:	Denote on the below model.		



DESCRIPTION OF REMAINS:			
REMAINS BAG USED:	Y / N	PLACED IN FREEZER:	Y / N
ESTIMATION OF DAMAGES:			