



DEPARTMENT OF THE NAVY
U.S. NAVAL SUPPORT ACTIVITY
PSC 817 BOX 1
FPO AE 09622-0001

NAVSUPPACTNAPLESINST 3750.3A
N3

9 JAN 2019

NAVSUPPACT NAPLES INSTRUCTION 3750.3A

From: Commanding Officer, U.S. Naval Support Activity, Naples, Italy

Subj: BIRD/ANIMAL AIRCRAFT STRIKE HAZARD PLAN

Ref: (a) OPNAVINST 3750.6S
(b) OPNAVINST 5090.1D
(c) CNICINST 3750.1
(d) CNIC M-BASH
(e) USDA/CNIC WORK/FINANCIAL PLAN
(f) NAVAIR 00-80T-124
(g) Aeroporto Internazionale di Napoli Manuale di Aeroporto, Procedura Aeroportuale, Air 001

Encl: (1) Bird Strike Reporting Form
(2) Overseas BASH Bird Strike Sample Procedures
(3) Certificate of Treatment Template
(4) Certificate of Origin Template
(5) USDA APHIS Permit

1. Purpose. To reduce the Bird/Animal Strike Hazard (BASH) to aircraft operating at U.S. Naval Support Activity (NAVSUPPACT), Naples, Italy by managing an integrated BASH plan in compliance with references (a) through (g).
2. Cancellation. NAVSUPPACTNAPLESINST 3750.3
3. Background. The hazard posed by birds and animals to safe flight operations at an airfield is an ever-present problem. Total elimination of the hazard is impossible due to its very nature, however, an active program will greatly reduce aircraft exposure to bird/animal activity on and around the airport surface.
4. Action. Per reference (c), the following responsibilities are assigned.
 - a. The Commanding Officer (CO) shall implement this instruction, ensuring all applicable personnel are familiar with their responsibilities, and ensure a fully functional BASH Program is established.
 - b. The Air Operations Officer (AIR OPSO) shall act as the BASH Program Manager for NAVSUPPACT Naples and chair the Bash Working Group (BWG). Per reference (g), GESAC Managing Company and Italian authorities have control over all airport operations and programs to include BASH. AIR OPSO shall ensure that NAVSUPPACT Naples works closely with Italian authorities to support their BASH program.

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c. The Aviation Safety Officer (ASO) is the CO's principal advisor for aviation safety matters and shall act as a member of the BWG. ASO shall act as a liaison with Italian authorities for all matters regarding BASH and ensure proper reporting of all BASH strikes and submission of collected remains in accordance with references (a) and (g).

d. The Public Works Officer (PWO) shall act as a member of the BWG and ensure implementation of BWG proposed projects to reduce wildlife hazards to aviation safety. PWO shall develop a joint Air Operations and Public Works Wildlife Hazard Management Plan (WHMP) utilizing reference (c) with the AIR OPSO.

e. The Airfield Manager (AFM) shall act as a member of the BWG and work with the PWO to ensure the implementation of BWG proposed projects to reduce wildlife hazards to aviation safety.

f. The Environmental Program Director (EPD) shall act as a member of the BWG and ensure compliance of all BWG proposed activities with reference (b) and all applicable state and federal environmental laws and all DoD, DON, and OPNAV environmental policies, directives, and instructions.

g. The Natural Resources Manager (NRM) shall act as a member of the BWG and assist the EPD in ensuring compliance of all BWG proposed activities with reference (b) and all applicable state and federal environmental laws and all DoD, DON, and OPNAV environmental policies, directives, and instructions. NRM shall ensure that the WHMP specifically, and the BASH program generally, is consistent and in compliance with the local Integrated Natural Resource Management Plan, Integrated Pest Management Plan, and any applicable laws, regulations, and guidance. NRM shall support the development of the WHMP and of a Wildlife Hazard Assessment (WHA) in order to facilitate identification of bird and animal hazards to aviation in the local geographic environment. The WHA shall be reviewed every at least every five years and updated at least every 10 years.

h. The Public Affairs Officer (PAO) shall act as a member of the BWG and provide a public information program designed to inform base personnel of the hazards of uncontrolled bird activity and the measures being taken to minimize the danger.

i. Aircrew shall report all BASH events (sightings, near-misses, and strikes) in accordance with paragraph 5 of this instruction.

j. Flight line personnel shall patrol the ramp for bird/animal hazards and shall report all BASH findings to the AIR OPSO for immediate action.

5. Bird Strike Reporting. Documenting a bird strike is an important part of the BASH Program and serves to quantify and better understand this hazard. After a strike:

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a. If discovered while in the aircraft, the Aircraft Commander shall report the incident to ATC immediately via radio, and to Base Ops upon landing via enclosure (1).

b. If discovered upon post-flight inspection, the Aircraft Commander shall notify Base Ops via enclosure (1).

c. In either case, Base Ops shall immediately notify the CDO via telephone, and shall provide enclosure (1) to the ASO. The ASO shall ensure proper reporting in accordance with references (a) and (g), and shall input the data into the NAVSUPPACT NAPLES BASH Strike Data Tracker.

6. Remains Collection. Per reference (g), any remains discovered outside of the ramp area will be collected by Italian authorities for analysis. The result of that analysis will be provided to the BWG. Any remains discovered on the ramp, to include on the aircraft, shall be collected utilizing a Bird Strike Collecting Kit and submitted by the ASO to the Smithsonian Institution for positive species identification and analysis in accordance with references (a) and (d) by utilizing enclosure (2).

7. BASH Working Group (BWG). This instruction establishes a BWG to coordinate BASH issues and requirements across departments and tenant commands. The BWG will meet once per quarter, however attendance at the airport quarterly Health Safety Security Environment Meeting by as much of the BWG as practical shall satisfy this requirement. The members of the BWG will include the AIR OPSO (chair), ASO, AFM, PWO, EPD, NRM, and the PAO. The BWG shall review the statistical strike report compiled by GESAC Managing Company and make recommendations as appropriate. The BWG shall also ensure proper annual training on this instruction and its requirements is provided to all installation personnel involved with air operations to promote knowledge of BASH issues, and to institutionalize standardized procedures for reporting incidents and collecting/forwarding items.

8. Wildlife Detection and Dispersal Team (WDDT). Per reference (g), the responsibilities of a WDDT fall to the GESAC Managing Company and Italian authorities.

9. Bird Hazard Conditions (BHC). Per reference (g), the responsibilities of setting, modification, and communication of BHC falls to the GESAC Managing Company and Italian authorities.

10. Administration. This plan shall be reviewed by the BWG in conjunction with an annual BASH program self-assessment described in reference (g).

11. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per SECNAV M-5210.1.

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12. Review and Effective Date. Per OPNAVINST 5215.17A, NAVSUPPACT Naples will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire ten years after effective date unless reissued or canceled prior to the ten-year anniversary date, or an extension has been granted.



T. A. ABRAHAMSON

Releasability and distribution:

NAVSUPPACTNAPLESINST 5216.4CC

Lists: I through IV

Electronic via NAVSUPPACT Naples website:

https://www.cnic.navy.mil/regions/cnreurafswa/installations/nsa_naples/about/departments/administration_n1/administrative_services/instructions.html

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ALLEGATO 1a

BSCI

Bird Strike Reporting Form

Da inviare a (to be sent to)
 BIRD STRIKE COMMITTEE ITALY
 c/o ENAC - Direzione Politiche di Sicurezza e Ambientale
 Viale di Castro Pretorio, 118 - 00185 Roma
 Fax +39 0644596271 • Email c.emeneto@enac.rupia.it

Bird Strike Committee Italy

Le informazioni raccolte in questo form sono necessarie per permettere all'ENAC di stimare la grandezza e la gravità del problema degli impatti tra fauna e aerei. Queste informazioni vengono utilizzate esclusivamente per migliorare le tecniche di riduzione del fenomeno e costituiscono oggetto di segnalazione obbligatoria.

A) Impatto (o presunto tale) accertato direttamente dal personale navigante;

Si prega di compilare in maniera completa il seguente form, uno per ciascuno degli eventi riscontrati.

- A. Impatto (o presunto tale) accertato dal pilota** A1. Impatto certo *Real strike*
Birdstrike (real or possible) reported by pilot A2. Rischio di impatto *Potential strike*

1a. Aeroporto <i>Airport</i>	2a. Data <i>Date</i> Giorno / Mese / Anno Day / Month / Year	3a. Ora locale <i>Local Time</i> Ora Min <input type="checkbox"/> giorno day <input type="checkbox"/> notte night Hour Min <input type="checkbox"/> alba dawn <input type="checkbox"/> tram. dusk																																																	
4a. Nome Operatore <i>Name of Operator</i>	5a. Modello di aereo <i>Aircraft Make/Model</i>	6a. Modello di motore <i>Engine Make/Model</i>																																																	
7a. No. Volo <i>Flight No.</i>	8a. Pista utilizzata <i>Runway Used</i>	9a. Quota <i>Height</i> (FT)	10a. Velocità <i>Speed</i> (KT)																																																
11a. Fase del volo <i>Phase of Flight</i> <input type="checkbox"/> A. Parcheggio <i>Parked</i> <input type="checkbox"/> B. Rullaggio <i>Taxi</i> <input type="checkbox"/> C. Accelerazione <i>Take-off Run</i> <input type="checkbox"/> D. Salita <i>Climb</i> <input type="checkbox"/> E. Crociera <i>En Route</i> <input type="checkbox"/> F. Discesa <i>Descent</i> <input type="checkbox"/> G. Avvicinamento <i>Approach</i> <input type="checkbox"/> H. Decelerazione <i>Landing Roll</i>	12a. Parti dell'aereo colpite/danneggiate <i>Part(s) of Aircraft Struck or Damaged</i> <table border="1"> <thead> <tr> <th></th> <th>Colpite <i>Struck</i></th> <th>Danneggiate <i>Damaged</i></th> <th></th> <th>Colpite <i>Struck</i></th> <th>Danneggiate <i>Damaged</i></th> </tr> </thead> <tbody> <tr> <td>A. Radome</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>H. Propeller</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Windshield</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine 1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine 2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine 3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine 4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>N. Other (specify)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>				Colpite <i>Struck</i>	Danneggiate <i>Damaged</i>		Colpite <i>Struck</i>	Danneggiate <i>Damaged</i>	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>
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13a. Effetto sul volo <i>Effect on flight</i> <input type="checkbox"/> Nessuno <i>None</i> <input type="checkbox"/> Decollo abortito <i>Aborted Take-off</i> <input type="checkbox"/> Atterraggio precauz. <i>Precaut. Landing</i> <input type="checkbox"/> Arresto motore(i) <i>Engine(s) Shutdown</i> <input type="checkbox"/> Atterraggio forzato <i>Forced Landing</i> <input type="checkbox"/> Impedimento visivo <i>Vision obscured</i> <input type="checkbox"/> Altro <i>Other (specify)</i>	14a. Condizioni del cielo <i>Sky condition</i> <input type="checkbox"/> Sereno <i>No Cloud</i> <input type="checkbox"/> Poco nuvoloso <i>Some Cloud</i> <input type="checkbox"/> Molto nuvoloso <i>Overcast</i>	15a. Precipitazioni <i>Precipitation</i> <input type="checkbox"/> Nebbia <i>Fog</i> <input type="checkbox"/> Pioggia <i>Rain</i> <input type="checkbox"/> Neve <i>Snow</i> <input type="checkbox"/> Nessuna <i>None</i>																																																	
16a. Specie volatili <i>Bird Species</i>	17a. No. Volatili <i>No of Birds</i> No. Visti <i>Seen</i> Colpiti <i>Struck</i>		18a. Dimensione volatili <i>Birds Size</i> <input type="checkbox"/> Piccoli (es. passero) <i>Small (e.g. sparrow)</i> <input type="checkbox"/> Medi (es. piccione) <i>Medium (e.g. pigeon)</i> <input type="checkbox"/> Grandi (es. airone) <i>Large (e.g. heron)</i>																																																
19a. Pilota avvisato dei volatili <i>Pilot Warned of Birds</i> <input type="checkbox"/> Si <i>Yes</i> <input type="checkbox"/> No <i>No</i>	1	<input type="checkbox"/>	<input type="checkbox"/>																																																
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21a. Form Compilato da <i>Form Reported by</i>			22a. Ruolo <i>Title</i>																																																

9 JAN 2019

ALLEGATO 1b

BSCI



Bird Strike Reporting Form

da inviare a (to be sent to)
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 c/o ENAC - Direzione Politecnica di Sicurezza e Ambientale
 Viale di Castro Pretorio, 118 - 00185 Roma
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B) Danno all'aeromobile segnalato dal personale addetto alla manutenzione dello stesso come oggettivamente derivante da impatto con volatili (es. tracce di sangue, piume ecc...);

Si prega di compilare in maniera completa il seguente form, uno per ciascuno degli eventi riscontrati.

B. Danno all'aeromobile segnalato dal personale addetto alla manutenzione come derivato da impatto con volatili
 Damage reported by maintenance staff

1b. Aeroporto <i>Airport</i>		2b. Data <i>Date</i> _____ / _____ / _____ <small>Giorno / Mese / Anno</small> <small>Day / Month / Year</small>		3b. Ora locale <i>Local Time</i> _____ : _____ <small>Ora / Min</small> <small>Hour / Min</small> <input type="checkbox"/> giorno <i>day</i> <input type="checkbox"/> notte <i>night</i> <input type="checkbox"/> alba <i>dawn</i> <input type="checkbox"/> tram. <i>dusk</i>																																																	
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7b. Registr.ne velivolo <i>Aircraft registration</i>		8b. Specie Volatili <i>Bird Species</i>		9b. Note <i>Remarks</i>																																																	
10b. Tracce ritrovate <i>Evidences</i> <input type="checkbox"/> A. sangue <i>Blood</i> <input type="checkbox"/> B. Piume <i>Feathers</i> <input type="checkbox"/> C. Ammacature <i>Bumps</i> <input type="checkbox"/> D. Altro <i>Other (specify)</i>		11b. Parti dell'aereo colpite/danneggiate <i>Part(s) of Aircraft Struck or Damaged</i>																																																			
12b. Resti raccolti <i>Evidences collected</i> <input type="checkbox"/> Si <i>Yes</i> <input type="checkbox"/> No <i>No</i>		<table border="1"> <thead> <tr> <th></th> <th>Colpite <i>Struck</i></th> <th>Danneggiate <i>Damaged</i></th> <th></th> <th>Colpite <i>Struck</i></th> <th>Danneggiate <i>Damaged</i></th> </tr> </thead> <tbody> <tr> <td>A. Radome</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>H. Propeller</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Windshield</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine 1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine 2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine 3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine 4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>N. Other (specify)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>					Colpite <i>Struck</i>	Danneggiate <i>Damaged</i>		Colpite <i>Struck</i>	Danneggiate <i>Damaged</i>	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>
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13b. Tempo di fermo macchina (ore) <i>Aircraft time out of service (hours)</i>		14b. Stima costi riparazione/sostituzione (\$) <i>Estimated cost repairs/replacement (\$)</i>		15b. Stima di costi aggiuntivi (carburante, hotels,...) (\$) <i>Estimated other cost (fuel, hotels... (\$)</i>																																																	
16b. Note (descrivere i danni e altre informazioni pertinenti) <i>Remarks (Describe damage, injuries and other pertinent information)</i>																																																					
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9 JAN 2019



Smithsonian

Overseas BASH Bird Strike Sample Procedures

1. Collection of bird strike material (each impact point on aircraft and each carcass should be treated as a separate sample)
 - a. Strike material on aircraft (snarge): Use paper towel and ethanol (also called ethyl alcohol) 70% or higher concentration to wipe off of aircraft.
 - b. Bird carcass (or partial carcass) found: Pull out (pluck) feathers (do not cut feathers) from the following areas on the bird if available: breast, back, wing, and tail. Do not clean off any tissue from feather sheath after removal. If only feather material is found send what you have.
2. Satisfy immersion (liberal spraying) with ethanol requirements to prepare for shipping
 - a. Snarge: Spray paper towel liberally with only ethanol and let the sample fully dry
 - b. Feathers: Lie on paper towel and spray liberally with ethanol and let dry.
3. Place one dried bird strike sample (snarge or feathers) in a sealable poly bag (e.g. Ziploc) and seal. DO NOT MIX feathers from different carcasses or snarge from different impact points in the same bags, there may be different species involved.
4. Place sample or samples in shipping container with the following items:
 - a. Certificate of Treatment
 - b. Certificate of Origin
 - c. USDA APHIS permit (copy)
 - d. WESS report
 - e. Include any other pertinent information such a secondary contact information
5. Secure all items in mailing container (box or envelope) and ship to one of the following address:

Address for ALL US Postal service mail:

Feather Identification Lab
Smithsonian Institution
NHB E600, MRC 116
P.O. Box 37012
Washington, DC 20013-7012

Address for shipping carrier (sent via FedEx, UPS, or DHL):

Feather Identification Lab
Smithsonian Institution
NHB E600, MRC 116
10th & Constitution Ave NW
Washington, DC 20560-0116

6. Contacts

- a. Smithsonian Institution: 202-633-0801,
 - i. Navy POC: Jim Whatton, whattonj@si.edu
- b. CNIC BASH Program
 - i. James E. (Julio) Higgins, CDR (Ret), PMP, CNIC N32 Air Operations; BASH and NATOPS Program Director; (904)-542-6969; james.higgins2@navy.mil
 - ii. Paul Block, Ecologist, CNIC/NAVFAC BASH Natural Resource Program Manager; (757)322-8499; paul.block@navy.mil

9 JAN 2019

[letterhead]

[date]

Certificate of Treatment

Dear USDA APHIS Inspector,

This letter is to certify that any bird specimens packaged in this container(s) have been treated according to APHIS-VS-NCIE requirements for the importation of research specimens into the United States. The specimens are being sent to the National Museum of Natural History, Smithsonian Institution, Washington, D.C. for identification. The packing list provides details on all specimens.

The specimens are being sent from [foreign institution name] in [Insert country and state/province name] with all required permits and paperwork.

The USDA approved treatment(s) used for these specimens was (circle one)

- *heated to 60 degrees C for at least 30 minutes*
- *treated with phenol/chloroforml*
- *immersed in 10% formalin*
- *immersed in 70% alcohol*
- *immersed in a minimum of 3% sodium dodecyl sulfate (SDS)*
- *treated using FTA® filter paper*

prior to shipment. This treatment was conducted by [insert name] and is consistent with the USDA requirements for importation of bird specimens from countries infected with either Exotic Newcastle Disease or H5N1 (Avian Influenza). These specimens have not been commingled with any other potentially infected materials since the time of their treatment.

For further information contact Smithsonian Feather Identification Lab at 202-633-0787 or 202-633-0801.

Sincerely,

[name]

[title]

[Institution]

Enclosure (3)

9 JAN 2019

[Letterhead]

[Date]

Certificate of Origin

Dear APHIS Inspector,

As the procurer/producer/responsible party regarding the specimens in this shipment, this letter is to certify that all specimens were taken from the country of [Insert country and province/state]. The specimens were collected and exported in accordance with all local laws and are being shipped to the Smithsonian Institution's National Museum of Natural History (Washington DC) with all the appropriate paperwork necessary for legal importation into the United States of America.

For further information, contact the Smithsonian Feather Identification Lab at 202-633-0787 or 202-633-0801.

Sincerely,

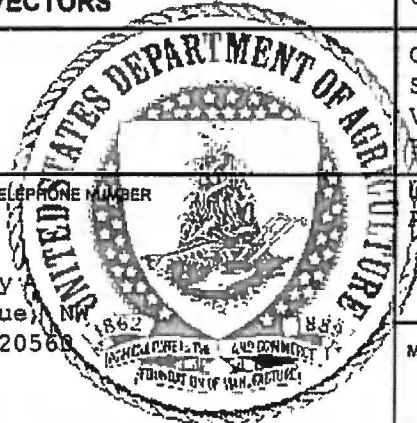
[Name]

[Title]

[Institution]

9 JAN 2019

<p>U.S. DEPARTMENT OF AGRICULTURE ANIMAL AND PLANT HEALTH INSPECTION SERVICE VETERINARY SERVICES RIVERDALE, MARYLAND 20737 file:///D:/inetpub/wwwroot/Epermits/images/ UNITED STATES VETERINARY PERMIT FOR IMPORTATION AND TRANSPORTATION OF CONTROLLED MATERIALS AND ORGANISMS AND VECTORS</p>	<p>PERMIT NUMBER 53886 Research</p>
<p>NAME AND ADDRESS OF SHIPPER(S) Various shippers outside the UNITED STATES</p>	<p>DATE ISSUED 01/13/2018</p> <p>DATE EXPIRES 01/13/2019</p> <p>CC: Service Center, DC (Richmond, VA) FWS (Arlington, VA)</p>
<p>NAME AND ADDRESS OF PERMITTEE INCLUDING ZIP CODE AND TELEPHONE NUMBER Dr. Kirk R. Johnson Smithsonian Institution National Museum of Natural History 10th Street and Constitution Avenue Washington, District of Columbia 20568 202-633-1627 [see attached list]</p>	<p>U.S. PORT(S) OF ARRIVAL AS APPLICABLE</p> <p>MODE OF TRANSPORTATION ANY</p>



AS REQUESTED IN YOUR APPLICATION, YOU ARE AUTHORIZED TO IMPORT OR TRANSPORT THE FOLLOWING MATERIALS

Avian specimens (treated): Hair, feathers, fecal material, whole carcasses, skin/skin parts, skeletons/skeletal parts, fluid-preserved specimens, stomach and digestive contents, bodily fluids, tissue, tissue products, blood, blood products, DNA and PCR products, nests, egg shells, dead endoparasites and ectoparasites in alcohol or formalin, and other derivatives

RESTRICTIONS AND PRECAUTIONS FOR TRANSPORTING AND HANDLING MATERIALS AND ALL DERIVATIVES

THIS PERMIT IS ISSUED UNDER AUTHORITY CONTAINED IN 9 CFR CHAPTER 1, PARTS 94,95 AND 122. THE AUTHORIZED MATERIALS OR THEIR DERIVATIVES SHALL BE USED ONLY IN ACCORDANCE WITH THE RESTRICTIONS AND PRECAUTIONS SPECIFIED BELOW (ALTERATIONS OF RESTRICTIONS CAN BE MADE ONLY WHEN AUTHORIZED BY USDA, APHIS, VS).

- o Adequate safety precautions shall be maintained during shipment and handling to prevent dissemination of disease.
- o With the use of this permit I, Kirk Johnson, Permittee, acknowledge that the regulated material(s) will be imported/transported within the United States in accordance with the terms and conditions as are specified in the permit. The Permittee is the legal importer/recipient [as applicable] of regulated article(s) and is responsible for complying with the permit conditions. The Permittee must be at least 18 years of age and have and maintain an address in the United States that is specified on the permit; or if another legal entity, maintain an address or business office in the United States with a designated individual for service of process; and serve as the contact for the purpose of communications associated with the import, transit, or transport of the regulated article(s). **Note: Import/Permit requirements are subject to change at any time during the duration of this permit.
- o ***Each shipment shall be accompanied by an ORIGINAL signed document from the producer/manufacturer confirming that the exported material: 1) was derived only from avians (birds), and 2) was subjected to one of the following viral inactivation treatments prior to shipment to the United States: (a) heated to a minimum of 56°C for at least 3 hours, (b) heated to a minimum of 60°C for at least 30 minutes, (c) heated to a minimum of 100°C for at least 20 minutes, ... [continued on page 2]...

continued on subsequent page(s).....

TO EXPEDITE CLEARANCES AT THE PORT OF ENTRY, BILL OF LADING, AIRBILL OR OTHER DOCUMENTS ACCOMPANYING THE SHIPMENT SHALL BEAR THE PERMIT NUMBER

<p>SIGNATURE Linda Kahn-Tobin <i>Linda Kahn-Tobin</i></p>	<p>TITLE National Import Export Services</p>	<p>NO. LABELS</p>
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PERMITEES (continued from Permit Form VS 16-6)

National Museum of Natural History
Smithsonian Institution, Museum Support Center
4210 Silver Hill Road
Suitland, MD 20746

RESTRICTIONS AND PRECAUTIONS: (continued from Permit Form VS 16-6)

- o ...[continued from page 1]... (d) treated with a minimum of 2% sodium dodecyl sulfate (SDS), (e) treated with a minimum of 3% beta propiolactone for 12 hours at 4°C at pH 7, (f) immersed in a minimum of 10% formalin, (g) immersed in a minimum of 70% alcohol, (h) immersed in phenol/chloroform mixture, (i) treated with proteinase K, (j) treated with guanidine HCl, OR (k) spotted on Whatman FTA cards (for liquids only). [This certification must CLEARLY correspond to the shipment by means of an invoice number or shipping marks or lot number or other identification method. An English translation must be provided.]
- o ***Materials shall be consigned directly to the permittee at one of the permittee addresses specified above. Materials imported under this permit may be hand carried in personal baggage from the country of origin to the port of arrival, but must be declared and made available to port officials for inspection, and must be transported directly to the permittee by someone with identification and current, signed written authority from the permittee. The permittee's authorizing document must be original, on letterhead, and specific to the particular shipment(s), and shall be valid for no more than 2 months from the date of issuance.
- o This permit DOES NOT authorize direct or indirect exposure of or inoculation into domestic or laboratory livestock (including but not limited to: birds/poultry/eggs, cattle, sheep, goats, swine, and/or horses). Work with materials and/or their derivatives shall be limited to *in vitro* uses only.
- o Packaging, containers, and all equipment in contact with these materials shall be sterilized or considered a biohazard and be disposed of accordingly.
- o THIS PERMIT IS VALID ONLY FOR WORK CONDUCTED OR DIRECTED BY YOU OR YOUR DESIGNEE IN YOUR PRESENT U.S. FACILITY OR APPROPRIATELY INSPECTED LABORATORY. THE AUTHORIZED IMPORTED MATERIAL(S) MUST BE SHIPPED/CONSIGNEE DIRECTLY TO ADDRESS(ES) OF THE PERMITTEE AS IDENTIFIED ON THIS PERMIT. (MATERIALS AND/OR THEIR DERIVATIVES SHALL NOT BE MOVED TO ANOTHER U.S. LOCATION, OR DISTRIBUTED WITHIN THE U.S., WITHOUT USDA, APHIS, VS, NIES AUTHORIZATION.)

SIGNATURE Linda Kahn-Tobin



TITLE

National Import Export Services

RESTRICTIONS AND PRECAUTIONS: (continued from Permit Form VS 16-6)

- o++EXCEPTION -Material is authorized to be distributed for evaluation, provided the transported material is accompanied by a signed document confirming the material was subjected to one of the viral inactivation treatments specified above. HOWEVER, any treated bird material that has been exposed to untreated bird material restricted to your Biosafety Level 2 laboratory may not be distributed without being again subjected to one of the viral inactivation treatments listed above. Records of treatment and distribution shall remain on file and be made available to USDA upon request.
- o Imported articles, such as nests and crop contents, containing plant material may be subject to regulations enforced by USDA, APHIS, Plant Protection and Quarantine (PPQ). Importers of such materials should consult PPQ at: (301) 851-2046 or toll free at: (866) 524-5421 for more information.
- o Imported material may be subject to regulations enforced by the United States Department of Interior, Fish and Wildlife Service (FWS). Importer must contact FWS, information is available at web pages <http://www.FWS.gov/permits/> and/or <http://www.FWS.gov/le/travelers.html>
- o This permit does not exempt the permittee from responsibility for compliance with any other applicable federal, state, or local laws and regulations.
- o The restrictions on this permit remain in force as long as the material is in the United States.
- o Any person who VIOLATES the terms and conditions of permits, and/or who forge, counterfeit, or deface permits may be subject to criminal and civil penalties in accordance with applicable law. In addition, all current permits may be cancelled and future permit applications denied.
- o A copy of this permit must be included with the shipping documents. For imported materials, these documents must be presented to CBP Agricultural Specialists upon arrival at the U.S. port of arrival.

SIGNATURE Linda Kahn-Tobin <i>Linda Kahn-Tobin</i>	TITLE National Import Export Services
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