

NAVAL AIR STATION PATUXENT RIVER MD (N0428A)

NAS PATUXENT RIVER (N47608)

ALL ATC ACTIVITIES ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: AIR TEST AND EVALUATION SQUADRON 23 - VX-23 N39783

Subject: HAZARD REPORT OF, ATC: Unreported weather balloon in W-386/NAS Patuxent River offshore Test  
Track., Class HAZARD FLIGHT, General Hazard HAZARD - GENERAL

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References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - GENERAL

B. WESS Serial Number: 1552924575619

C. Local Serial Number: 12-19

D. RAC: 04 - MINOR RISK

E. Endorser:

F. Event: During a day/VMC test event involving four aircraft executing tactical intercept tactics, a red weather balloon was visually spotted at 27,000 feet MSL. When queried, neither Giant Killer nor Echo control were aware of any weather balloon activity. Additionally, there were no NOTAMs pertaining to weather balloons in the area. Multiple other radar contacts were noted with similar altitudes and speeds (0.1-0.2 IMN). Several ships were operating in the vicinity.

G. Hazard Date, Local: February 13, 2019

H. Hazard Time, Local: 1635

I. Time Zone: R

J. Condition: DAY

2. Data:

A. Reporting Activity: AIR TEST AND EVALUATION SQUADRON 23 - VX-23 N39783

B. Aircraft or UAV:

B1.

(1) Aircraft: EA-18G

(2) BUNO: 169125

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

- (3) Reporting Custodian: N39783 - AIR TEST AND EVALUATION SQUADRON 23 - VX-23
- (4) Controlling Custodian: NAVAIRSYSCOM (NASC)
- (5) Departure Location: PATUXENT RIVER NAS
- (6) Destination: PATUXENT RIVER NAS, UNITED STATES
- (7) # Aircrew: 2
- (8) # Injured Aircrew: 0
- (9) # Passengers: 0
- (10) # Injured Passengers: 0
- (11) TMR: 2K9
- (12) VMC/IMC N

3. Environment:

- A. Hazard Location Description: ATLANTIC OCEAN (WESTERN - WESTLANT) W-386/NAS Patuxent River Test Track
- B. Hazard Country: UNITED STATES
- C. Hazard State: MARYLAND
- D. Latitude: 38 21 30 N
- E. Longitude: 074 39 27 W
- F. Location: KNHK - PATUXENT RIVER NAS

4. Weather:

- A. Briefed By: NOT APP
- B. Briefing Utilization: NOT APP
- C. Air Temp: F
- D. Relative Humidity:
- E. Dewpoint: F
- F. Water Temp: F
- G. Wind Direction:
- H. Wind Gust:
- I. Ceiling Agl (100s ft):
- J. Sky Condition:
- K. Horizon: VISIBLE
- L. Visibility Statute Miles:
- M. Altimeter Setting:
- N. Icing: N
- O. Obstruction of Vision:
- P. Precipitation:
- Q. Extreme WX:
- R. Briefing Accuracy: NOT APPL

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5. Damage and Hazard Cost:

- A. Non-DoD Damaged/Destroyed Property: \$0.00
- B. DoD Damaged/Destroyed Property: \$0.00
- C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

A. HumanFactor - Unknown weather balloon in warning area.

(1) Analysis: An unknown agency released a weather balloon without notifying the appropriate channels.

(a) Act: AE103 - Procedure not followed correctly. Weather balloon released without notifying the appropriate channels.

(b) Preconditions:

(1) PP108 - Failed to effectively communicate. Failure to notify the appropriate channels of a weather balloon release.

7. Recommendations:

A. Recommendation: #1

(1) Description: Brief to all aircrew

(2) Remarks: Weather balloons often look identical to spurious radar contacts. Aircrew should be cognizant that weather balloons can stray into operating airspace without controlling agency SA and to treat all radar contacts as actual objects until proven not to be.

(3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES

(4) Applies To:

(a) Type: HUMAN FACTOR

(b) Statement: Unknown weather balloon in warning area.

8. CO Comments:

A. N39783 - AIR TEST AND EVALUATION SQUADRON 23 - VX-23

(1) Submitted for tracking.

9. Point of Contact:

A. Name (b)(6)

B. Phone (b)(6) DSN:

C. Email: (b)(6)

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

THIS IS PART OF A GENERAL USE AVIATION HAZARD REPORT.

1. REPORTING INFORMATION

- A. REPORT #: 1399061379010
- B. LOCAL SERIAL #: 11-14
- C. EVENT DATE: 4/27/14
- D. REPORTING ACTIVITY: STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
- E. ENDORSING CHAIN:
- F. SUMMARY: F/A-18F: Near mid-air with balloon like object in W-72.
- G. INVOLVED AIRCRAFT
  - (1) F018F
  - (2) UNKNOWN

2. ACCEPTED CAUSE FACTORS

- A. FACTOR #1
  - (1) STATEMENT: UADs operating in W-72.
  - (2) TYPE: SPECIAL FACTOR
  - (3) RAC: CRITICAL RISK
  - (4) APPLIES TO :
  - (5) ANALYSIS: UADs operating in controlled airspace without prior coordination or communication pose a severe threat to Naval Aviation.
  - (6) FACTOR TYPE: Special Factor
  - (7) ENDORSEMENTS
    - (a) ORIGINATING -- AVIATION MISHAP BOARD
    - (1) JUSTIFICATION:

3. FACTORS OF OTHER DAMAGE OR INJURY

4. RECOMMENDATIONS

- A. RECOMMENDATION #1
  - (1) STATEMENT: Brief to all UAV operators.
  - (2) ACTION AGENCY: ALL UAV COMMANDS
  - (3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):
    - (a) UADs operating in W-72.
  - (4) STATUS: COMPLETED
  - (5) REMARKS:
  - (6) ENDORSEMENTS
    - (a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
    - (1) JUSTIFICATION:
- B. RECOMMENDATION #2
  - (1) STATEMENT: Brief to all activities operating within W-72.
  - (2) ACTION AGENCY: ALL TACAIR AIRCRAFT ACTIVITIES

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(3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):

(a) UADs operating in W-72.

(4) STATUS: COMPLETED

(5) REMARKS:

(6) ENDORSEMENTS

(a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

(1) JUSTIFICATION:

C. RECOMMENDATION #3

(1) STATEMENT: Brief to all activities operating within W-72.

(2) ACTION AGENCY: ALL AMPHIBIOUS SHIPS (Aviation Only)

(3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):

(a) UADs operating in W-72.

(4) STATUS: COMPLETED

(5) REMARKS:

(6) ENDORSEMENTS

(a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

(1) JUSTIFICATION:

D. RECOMMENDATION #4

(1) STATEMENT: Brief to all activities operating within W-72.

(2) ACTION AGENCY: ALL CG Class Ships and ISICs

(3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):

(a) UADs operating in W-72.

(4) STATUS: COMPLETED

(5) REMARKS:

(6) ENDORSEMENTS

(a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

(1) JUSTIFICATION:

E. RECOMMENDATION #5

(1) STATEMENT: Brief to all activities operating within W-72.

(2) ACTION AGENCY: ALL CVN Class Ships and ISICs

(3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):

(a) UADs operating in W-72.

(4) STATUS: COMPLETED

(5) REMARKS:

(6) ENDORSEMENTS

(a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

(1) JUSTIFICATION:

F. RECOMMENDATION #6

(1) STATEMENT: Brief to all activities operating within W-72.

(2) ACTION AGENCY: ALL DDG Class Ships and ISICs

(3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

- (a) UADs operating in W-72.
- (4) STATUS: COMPLETED
- (5) REMARKS:
- (6) ENDORSEMENTS
  - (a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
- (1) JUSTIFICATION:

G. RECOMMENDATION #7

- (1) STATEMENT: Brief to all activities operating within W-72.
- (2) ACTION AGENCY: ALL FFG Class Ships and ISICs
- (3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):
  - (a) UADs operating in W-72.
- (4) STATUS: COMPLETED
- (5) REMARKS:
- (6) ENDORSEMENTS
  - (a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
- (1) JUSTIFICATION:

H. RECOMMENDATION #8

- (1) STATEMENT: Brief to all activities operating within W-72.
- (2) ACTION AGENCY: ALL ROTARY WING AIRCRAFT ACTIVITIES
- (3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):
  - (a) UADs operating in W-72.
- (4) STATUS: COMPLETED
- (5) REMARKS:
- (6) ENDORSEMENTS
  - (a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
- (1) JUSTIFICATION:

I. RECOMMENDATION #9

- (1) STATEMENT: Brief to all activities operating within W-72.
- (2) ACTION AGENCY: ALL ATC ACTIVITIES
- (3) APPLIES TO THE FOLLOWING CAUSE FACTOR(S):
  - (a) UADs operating in W-72.
- (4) STATUS: COMPLETED
- (5) REMARKS:
- (6) ENDORSEMENTS
  - (a) ORIGINATING -- STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)
- (1) JUSTIFICATION:

5. COMMANDER'S COMMENTS

A. This is the third occurrence in five days, and the fourth in the last ten months observed by the squadron. (WESS Serial #s 1372355853714, 1398374727732, and 1398374605670.) The operation of UAVs and other aerial devices must be properly coordinated and communicated to keep aircrew informed and safe. --

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STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

END OF REPORT

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STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

ALL CVN Class Ships and ISICs ()

ALL DDG Class Ships and ISICs ()

ALL FFG Class Ships and ISICs ()

ALL HORNET AIRCRAFT ACTIVITIES ()

ALL ATC ACTIVITIES ()

ALL ROTARY WING AIRCRAFT ACTIVITIES ()

ALL AMPHIBIOUS SHIPS (Aviation Only) ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

ALL CG Class Ships and ISICs ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

Subject: HAZARD REPORT OF, F/A-18F: Unidentified aerial vehicle operating in W-72 without comms with  
controlling agencies., Class HAZARD FLIGHT, General Hazard HAZARD - GENERAL

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References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - GENERAL

B. WESS Serial Number: 1398374605670

C. Local Serial Number: 10-14

D. RAC: 03 - MODERATE RISK

E. Endorser:

F. Event: Hazard Aircrew (HAC) 1 and HAC2 were conducting Basic Fighter Maneuvering (BFM) in W-72 1C co-use airspace. After completing a BFM engagement, HAC1 noticed a stable radar trackfile in 1C who was not communicating with the local Fleet Area Control and Surveillance Facility or other aircraft. HAC2 achieved radar situational awareness to the same contact. HAC1 and HAC2 subsequently knocked off the BFM engagement and attempted a visual identification of the radar contact. Radar indicated Hazard Unidentified Aerial Device (HUAD) at 0.0 Mach and 11 thousand feet. HAC1 flew nose on to HUAD 200 feet below. HAC2 flew one nautical mile in trail of HAC1. Both HAC1 and HAC2 maintained a stable radar trackfile as well as a steady CATM-9X track. Neither HAC1 or HAC2 were able to visually acquire HUAD.

G. Hazard Date, Local: April 24, 2014

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Commander, Naval Safety Center.

Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.



H. Hazard Time, Local: 1247

I. Time Zone: R

J. Condition: DAY

2. Data:

A. Reporting Activity: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

B. Aircraft or UAV:

B1.

(1) Aircraft: F/A-18F

(2) BUNO: 166634

(3) Reporting Custodian: N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(4) Controlling Custodian: COMNAVAIRLANT (CNAL)

(5) Departure Location:

(6) Destination:

(7) # Aircrew: 2

(8) # Injured Aircrew: 0

(9) # Passengers: 0

(10) # Injured Passengers: 0

(11) TMR: 1A6

(12) VMC/IMC N

B2.

(13) Aircraft: F/A-18F

(14) BUNO: 166624

(15) Reporting Custodian: N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(16) Controlling Custodian: COMNAVAIRLANT (CNAL)

(17) Departure Location:

(18) Destination:

(19) # Aircrew: 2

(20) # Injured Aircrew: 0

(21) # Passengers: 0

(22) # Injured Passengers: 0

(23) TMR: 1A6

(24) VMC/IMC N

3. Environment:

A. Hazard Location Description: ATLANTIC OCEAN (GENERAL) W72 1C CO-USE

B. Hazard Country: UNITED STATES

C. Hazard State: VIRGINIA

D. Latitude: 36 22 22 N

E. Longitude: 074 01 36 W

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F. Location: -

4. Weather:

- A. Briefed By: PILOT
- B. Briefing Utilization: NOT APP
- C. Air Temp: F
- D. Relative Humidity:
- E. Dewpoint: F
- F. Water Temp: F
- G. Wind Direction:
- H. Wind Gust:
- I. Ceiling Agl (100s ft):
- J. Sky Condition: SKC
- K. Horizon: VISIBLE
- L. Visibility Statute Miles:
- M. Altimeter Setting:
- N. Icing: N
- O. Obstruction of Vision:
- P. Precipitation:
- Q. Extreme WX:
- R. Briefing Accuracy: UNKNOWN

5. Damage and Hazard Cost:

- A. Non-DoD Damaged/Destroyed Property: \$0.00
- B. DoD Damaged/Destroyed Property: \$0.00
- C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

- A. Special - UADs operating in W-72 without coordination.
  - (1) Analysis: UADs operating in co-use airspace without prior coordination and communicating pose a severe threat to Naval Aviation.

7. Recommendations:

- A. Recommendation: #1
  - (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs operating in W-72 without coordination.

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B. Recommendation: #2

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL AMPHIBIOUS SHIPS (Aviation Only)
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR
  - (b) Statement: UADs operating in W-72 without coordination.

C. Recommendation: #3

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL CG Class Ships and ISICs
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR
  - (b) Statement: UADs operating in W-72 without coordination.

D. Recommendation: #4

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL CVN Class Ships and ISICs
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR
  - (b) Statement: UADs operating in W-72 without coordination.

E. Recommendation: #5

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL DDG Class Ships and ISICs
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR
  - (b) Statement: UADs operating in W-72 without coordination.

F. Recommendation: #6

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL FFG Class Ships and ISICs
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR
  - (b) Statement: UADs operating in W-72 without coordination.

G. Recommendation: #7

- (1) Description: Brief to all activities operating within W-72.
- (2) Remarks:
- (3) Action Agency: ALL ROTARY WING AIRCRAFT ACTIVITIES
- (4) Applies To:
  - (a) Type: SPECIAL FACTOR

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(b) Statement: UADs operating in W-72 without coordination.

H. Recommendation: #8

(1) Description: Brief to all activities operating within W-72.

(2) Remarks:

(3) Action Agency: ALL UAV COMMANDS

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: UADs operating in W-72 without coordination.

I. Recommendation: #9

(1) Description: Brief to all activities operating within W-72.

(2) Remarks:

(3) Action Agency: ALL ATC ACTIVITIES

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: UADs operating in W-72 without coordination.

8. CO Comments:

A. N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(1) This report is submitted to raise awareness for those operating in W-72. This was the squadron's second occurrence in a single day, and the third in the last ten months. (WESS Serial #s 1372355853714 and 1398374727732.) The operation of UAVs and other aerial devices must be properly coordinated and communicated to keep aircrew informed and safe.

9. Point of Contact:

A. Name: LCDR (b)(6)

B. Phone (b)(6) DSN: (b)(6)

C. Email (b)(6)

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STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

ALL CVN Class Ships and ISICs ()

ALL DDG Class Ships and ISICs ()

ALL FFG Class Ships and ISICs ()

ALL HORNET AIRCRAFT ACTIVITIES ()

ALL ATC ACTIVITIES ()

ALL ROTARY WING AIRCRAFT ACTIVITIES ()

ALL AMPHIBIOUS SHIPS (Aviation Only) ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

ALL CG Class Ships and ISICs ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

Subject: HAZARD REPORT OF, Unidentified aerial vehicles operating in W-72 without coordinating with controlling agencies., Class HAZARD FLIGHT, General Hazard HAZARD - GENERAL

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References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - GENERAL

B. WESS Serial Number: 1398374727732

C. Local Serial Number: 09-14

D. RAC: 03 - MODERATE RISK

E. Endorser:

F. Event: Operating in exclusive-use W-72 Air 2A and 2B, Hazard aircrew (HAC) noticed two radar trackfiles in 2A that were not communicating with the controlling agency or other aircraft. Radar indicated Hazard Unidentified Aerial Device (HUAD) 1 at 0.0 Mach and 15 thousand feet. HUAD2 indicated 12 thousand feet traveling at 0.0 Mach. HAC used multiple on-board sensors to verify that HUAD1 and HUAD2 were small IR significant objects and not false radar track files. While tracking HUAD2 on radar and forward looking infrared (FLIR,) two additional, non radar-significant objects, HUAD3 and HUAD4, were seen flying through the FLIR field-of-view at a high speed at a distance between the HAC and HUAD2, approximately 5 NM away.

G. Hazard Date, Local: April 23, 2014

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

H. Hazard Time, Local: 2251

I. Time Zone: R

J. Condition: NIGHT

2. Data:

A. Reporting Activity: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

B. Aircraft or UAV:

B1.

(1) Aircraft: F/A-18F

(2) BUNO: 166623

(3) Reporting Custodian: N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(4) Controlling Custodian: COMNAVAIRLANT (CNAL)

(5) Departure Location:

(6) Destination:

(7) # Aircrew: 2

(8) # Injured Aircrew: 0

(9) # Passengers: 0

(10) # Injured Passengers: 0

(11) TMR: 1A1

(12) VMC/IMC N

3. Environment:

A. Hazard Location Description: ATLANTIC OCEAN (GENERAL) W-72 2A

B. Hazard Country: UNITED STATES

C. Hazard State: VIRGINIA

D. Latitude: 36 16 28 N

E. Longitude: 075 24 04 W

F. Location: -

4. Weather:

A. Briefed By: PILOT

B. Briefing Utilization: USED

C. Air Temp: F

D. Relative Humidity:

E. Dewpoint: F

F. Water Temp: F

G. Wind Direction:

H. Wind Gust:

I. Ceiling Agl (100s ft):

J. Sky Condition: SKC

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

K. Horizon: VISIBLE  
L. Visibility Statute Miles:  
M. Altimeter Setting:  
N. Icing: N  
O. Obstruction of Vision:  
P. Precipitation:  
Q. Extreme WX:  
R. Briefing Accuracy: NOT APPL

5. Damage and Hazard Cost:

A. Non-DoD Damaged/Destroyed Property: \$0.00  
B. DoD Damaged/Destroyed Property: \$0.00  
C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

A. Special - UADs in controlled airspace without coordination.

(1) Analysis: UADs operating in controlled airspace without prior coordination and communication pose a severe threat to Naval Aviation.

7. Recommendations:

A. Recommendation: #1

(1) Description: Brief to all UAV operators.

(2) Remarks:

(3) Action Agency: ALL UAV COMMANDS

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: UADs in controlled airspace without coordination.

B. Recommendation: #2

(1) Description: Brief to all activities operating within W-72.

(2) Remarks:

(3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: UADs in controlled airspace without coordination.

C. Recommendation: #3

(1) Description: Brief to all activities operating within W-72.

(2) Remarks:

(3) Action Agency: ALL AMPHIBIOUS SHIPS (Aviation Only)

(4) Applies To:

(a) Type: SPECIAL FACTOR

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

- (b) Statement: UADs in controlled airspace without coordination.
- D. Recommendation: #4
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL CG Class Ships and ISICs
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs in controlled airspace without coordination.
- E. Recommendation: #5
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL CVN Class Ships and ISICs
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs in controlled airspace without coordination.
- F. Recommendation: #6
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL DDG Class Ships and ISICs
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs in controlled airspace without coordination.
- G. Recommendation: #7
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL FFG Class Ships and ISICs
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs in controlled airspace without coordination.
- H. Recommendation: #8
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL ROTARY WING AIRCRAFT ACTIVITIES
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: UADs in controlled airspace without coordination.
- I. Recommendation: #9
- (1) Description: Brief to all activities operating within W-72.
  - (2) Remarks:
  - (3) Action Agency: ALL ATC ACTIVITIES
  - (4) Applies To:

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.



(a) Type: SPECIAL FACTOR

(b) Statement: UADs in controlled airspace without coordination.

8. CO Comments:

A. N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(1) Although this report is primarily submitted for tracking purposes, it is only a matter of time before this results in a midair in W-72. This was the squadron's second occurrence in the last ten months. The operation of UAVs and other aerial devices must be properly coordinated and communicated to keep aircrew informed and safe.

9. Point of Contact:

A. Name: LCDR (b)(6)

B. Phone (b)(6) DSN: (b)(6)

C. Email (b)(6)

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

FLEET AREA CONTROL & SURV FAC VACAPES OCEANA (N42239)

ALL HORNET AIRCRAFT ACTIVITIES ()

ALL ATC ACTIVITIES ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 106 - VFA-106 N09679

Subject: HAZARD REPORT OF, UNIDENTIFIED AIRCRAFT OPERATING IN W-72 WITHOUT COORDINATING  
WITH CONTROLLING AGENCIES, Class HAZARD FLIGHT, NEAR MID-AIR HAZARD - NEAR MID-AIR

This report is ~~for official use only (FOUO)~~, may contain ~~privacy and/or privileged information~~ and is not to be released to any other activity or organization, or used for any purpose other than safety, without the written permission of the Commander, Naval Safety Center.

References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - NEAR MID-AIR

B. WESS Serial Number: 1396294112301

C. Local Serial Number: 14-14

D. RAC: 03 - MODERATE RISK

E. Endorser: FLEET AREA CONTROL & SURV FAC VACAPES OCEANA

F. Event: Hazard Aircraft (HA) entered W-72 (Warning Area) for a scheduled Air-to-Air training event, utilizing Air-2A and Air-2B under "exclusive use," meaning no other aircraft were authorized to be within the confines of that area. HA was part of a four-aircraft event, and was operating at the time of incident as a flight of two with Hazard Wingman (HW). Hazard Flight (HF) executed a first engagement with the opposing two aircraft and, after terminating this run, HA detected a radar apparent track in the eastern portion of Air-2B. This track showed an altitude of 19,000' and airspeed of Mach 0.1. Hazard Pilot (HP) called the radar track out to his wingman, who noted no indications on his radar screen. HP initially thought the radar track was a false track file, due to the high winds noted in the area (100+ knots at 18,000'). As HP closed on the trackfile, he noted a small metallic object within the Heads Up Display symbology box (TD Box). The unknown aircraft appeared to be small in size, approximately the size of a suitcase, and silver in color. HA passed within 1000' of the object, but was unable to positively determine the identity of the aircraft. HP attempted to regain visual contact with the aircraft, but was unable. HP passed the information on the unidentified aircraft to the local Fleet Area Controlling and Surveillance Facility (FACSFAC). The controlling agency saw no radar returns nor a squawk that correlated to the unidentified aircraft.

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Commander, Naval Safety Center.

Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

G. Hazard Date, Local: March 26, 2014

H. Hazard Time, Local: 1630

I. Time Zone: Q

J. Condition: DAY

2. Data:

A. Reporting Activity: STRIKE FIGHTER SQUADRON 106 - VFA-106 N09679

B. Aircraft or UAV:

B1.

(1) Aircraft: UNKNOWN

(2) BUNO:

(3) Reporting Custodian: -

(4) Controlling Custodian: NOT APPLICABLE

(5) Departure Location:

(6) Destination:

(7) # Aircrew:

(8) # Injured Aircrew:

(9) # Passengers:

(10) # Injured Passengers:

(11) TMR: 1A1

(12) VMC/IMC N

B2.

(13) Aircraft: F/A-18E

(14) BUNO: 168482

(15) Reporting Custodian: N4544A - STRIKE FIGHTER SQUADRON 106 - VFA-106 DET A

(16) Controlling Custodian: COMNAVAIRLANT (CNAL)

(17) Departure Location: OCEANA NAS

(18) Destination: OCEANA NAS, UNITED STATES

(19) # Aircrew: 0

(20) # Injured Aircrew: 0

(21) # Passengers: 0

(22) # Injured Passengers: 0

(23) TMR: 1A6

(24) VMC/IMC N

3. Environment:

A. Hazard Location Description: ATLANTIC OCEAN (MID - MIDLANT) W-72 AIR 2B (EXCLUSIVE USE AIRSPACE DURING THE TIME OF INCIDENT)

B. Hazard Country:

C. Hazard State:

D. Latitude: XX XX XX N

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

E. Longitude: XXX XX XX W

F. Location: -

4. Weather:

A. Briefed By: PILOT

B. Briefing Utilization: USED

C. Air Temp: 60 F

D. Relative Humidity:

E. Dewpoint: F

F. Water Temp: 52 F

G. Wind Direction: 300

H. Wind Gust:

I. Ceiling Agl (100s ft):

J. Sky Condition: CAVU

K. Horizon: VISIBLE

L. Visibility Statute Miles: 10.0

M. Altimeter Setting: 30.13

N. Icing: N

O. Obstruction of Vision:

P. Precipitation:

Q. Extreme WX:

R. Briefing Accuracy: SUBSTANTIALLY CORRECT

5. Damage and Hazard Cost:

A. Non-DoD Damaged/Destroyed Property: \$0.00

B. DoD Damaged/Destroyed Property: \$0.00

C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

A. HumanFactor - Unknown agency failed to notify controlling agency of UAS operations.

(1) Analysis: The airspace controlling agency was unaware of a UAS operating in exclusive use airspace. Post flight investigation indicated that the range space was not scheduled for UAS operations, nor was any attempt made by a UAS operator to contact the airspace controlling agency.

(a) Act: AE103 - Procedure not followed correctly. UAS agency not following proper airspace coordination measures IAW FACS FACVACAPESINST 3120.1M OPS MANUAL.

(b) Supervisory:

(1) SV001 - Failure to enforce existing rules. UAS organizations not adhering to standard airspace coordination procedures.

7. Recommendations:

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

A. Recommendation: #1

- (1) Description: Brief to all aircrew operating in W-72.
- (2) Remarks:
- (3) Action Agency: ALL HORNET AIRCRAFT ACTIVITIES
- (4) Applies To:
  - (a) Type: HUMAN FACTOR
  - (b) Statement: Unknown agency failed to notify controlling agency of UAS operations.

B. Recommendation: #2

- (1) Description: Continue to investigate UAS operations in warning areas.
- (2) Remarks: FACSAC Vacapes has received multiple UAS sightings in the recent months. These have been sightings of actual aircraft that are not utilizing IFF squawks or communicating intentions with FACSAC. FACSAC Vacapes has asked Command Strike Fighter Wing Atlantic (CSFWL) aircraft to continue to report any UAS sightings and attempt to identify any aircraft seen operating in W-72.
- (3) Action Agency: N42239 FLEET AREA CONTROL & SURV FAC VACAPES OCEANA
- (4) Applies To:
  - (a) Type: HUMAN FACTOR
  - (b) Statement: Unknown agency failed to notify controlling agency of UAS operations.

8. CO Comments:

A. N09679 - STRIKE FIGHTER SQUADRON 106 - VFA-106

- (1) The unknown aircraft in this latest NMA incident was a very small target, and was not detected by HW using his radar. The object was also so small it was almost impossible to detect with the naked eye at range. FACSAC Vacapes cannot detect a target this size if it is not squawking IFF or communicating via radio. This presents a significant safety concern, given that this unknown aircraft was detected in an exclusive use area. I feel it may only be a matter of time before one of our F/A-18 aircraft has a mid-air collision with an unidentified UAS.

9. Point of Contact:

- A. Name (b)(6)
- B. Phone: (b)(6) DSN:
- C. Email (b)(6)

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

ALL HORNET AIRCRAFT ACTIVITIES ()

ALL ATC ACTIVITIES ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 143 - VFA-143 N09281

Subject: HAZARD REPORT OF, Unidentified aircraft operating in W-72 without coordinating with controlling agencies, Class HAZARD FLIGHT, NEAR MID-AIR HAZARD - GENERAL

This report is ~~for official use only (FOUO)~~, may contain ~~privacy and/or privileged information~~ and is not to be released to any other activity or organization, or used for any purpose other than safety, without the written permission of the Commander, Naval Safety Center.

References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - GENERAL

B. WESS Serial Number: 1395065104208

C. Local Serial Number: 09-14

D. RAC: 03 - MODERATE RISK

E. Endorser: FLEET AREA CONTROL & SURV FAC VACAPES OCEANA

F. Event: Hazard Pilot (HP) entered W-72 1A to perform a currency flight. Upon check-in HP was told by the controlling agency that there was no traffic in the area. HP performed some mild maneuvering as a single ship, and just prior to reaching bingo fuel, he detected a radar track at 12,000' traveling at Mach 0.1. MP maintained 10,000 feet for altitude deconfliction and passed no closer than 0.7 NM from the radar return. He was able to identify a small white visual return at the location of the radar track. HP passed the information on the unidentified aircraft to the local controlling agency. The controlling agency saw no radar returns nor a squawk that correlated to the unidentified aircraft. The unidentified aircraft had similar visual characteristics and was flying at the same altitude, approximate speed, and location as the HUAS described in WESS Serial Number 1386708970442 on 18 November. Post flight analysis was unable to determine the origin of the unidentified aircraft.

G. Hazard Date, Local: December 18, 2013

H. Hazard Time, Local: 1500

I. Time Zone: R

J. Condition: DAY

2. Data:

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

A. Reporting Activity: STRIKE FIGHTER SQUADRON 143 - VFA-143 N09281

B. Aircraft or UAV:

B1.

- (1) Aircraft: UNKNOWN
- (2) BUNO:
- (3) Reporting Custodian: -
- (4) Controlling Custodian:
- (5) Departure Location: UNKNOWN COUNTRY
- (6) Destination:
- (7) # Aircrew:
- (8) # Injured Aircrew:
- (9) # Passengers:
- (10) # Injured Passengers:
- (11) TMR: 1a1
- (12) VMC/IMC R

B2.

- (13) Aircraft: F/A-18E
- (14) BUNO: 166608
- (15) Reporting Custodian: N09281 - STRIKE FIGHTER SQUADRON 143 - VFA-143
- (16) Controlling Custodian: COMNAVAIRLANT (CNAL)
- (17) Departure Location: OCEANA NAS
- (18) Destination:
- (19) # Aircrew: 1
- (20) # Injured Aircrew: 0
- (21) # Passengers: 0
- (22) # Injured Passengers: 0
- (23) TMR: 1A1
- (24) VMC/IMC N

3. Environment:

A. Hazard Location Description: ATLANTIC OCEAN (EASTERN - EASTLANT)

B. Hazard Country: UNITED STATES

C. Hazard State: VIRGINIA

D. Latitude: 36 32 00 N

E. Longitude: 075 20 00 W

F. Location: - OCEANA

4. Weather:

A. Briefed By: PILOT

B. Briefing Utilization: USED

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

C. Air Temp: F  
D. Relative Humidity:  
E. Dewpoint: F  
F. Water Temp: F  
G. Wind Direction:  
H. Wind Gust:  
I. Ceiling Agl (100s ft):  
J. Sky Condition:  
K. Horizon: VISIBLE  
L. Visibility Statute Miles:  
M. Altimeter Setting:  
N. Icing: N  
O. Obstruction of Vision:  
P. Precipitation:  
Q. Extreme WX:  
R. Briefing Accuracy: SUBSTANTIALLY CORRECT

5. Damage and Hazard Cost:

A. Non-DoD Damaged/Destroyed Property: \$0.00  
B. DoD Damaged/Destroyed Property: \$0.00  
C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

A. HumanFactor - Unknown agency failed to notify controlling agency of UAS operations

(1) Analysis: The airspace controlling agency was unaware of a UAS operating in their area. Post flight investigation indicated that the range space was not scheduled for UAS operations, nor was any attempt made by a UAS operator to contact the airspace controlling agency.

(a) Act: - .

7. Recommendations:

A. Recommendation: #1

(1) Description: Brief to all aircrew.

(2) Remarks:

(3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES

(4) Applies To:

(a) Type: HUMAN FACTOR

(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

B. Recommendation: #2

(1) Description: Brief to all UAS operators.

(2) Remarks:

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.



(3) Action Agency: ALL UAV COMMANDS

(4) Applies To:

(a) Type: HUMAN FACTOR

(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

C. Recommendation: #3

(1) Description: Brief to all ATC activities.

(2) Remarks:

(3) Action Agency: ALL ATC ACTIVITIES

(4) Applies To:

(a) Type: HUMAN FACTOR

(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

8. CO Comments:

A. N09281 - STRIKE FIGHTER SQUADRON 143 - VFA-143

(1) Submitted for tracking purposes only.

B. N42239 - FLEET AREA CONTROL & SURV FAC VACAPES OCEANA

(1) This is the second similar encounter with an unknown aircraft in W72 co-use airspace. No UAS operations were requested or scheduled this day. Giant Killer had no RADAR awareness to the reported traffic. Queries were made to surface vessels operating in the area and to all known UAS operators and agencies with negative response. These events highlight the need for heightened aircrew awareness and proactive action by air traffic controllers. Any UAS observed operating in the VACAPES OPAREA outside scheduled exclusive use airspace should be immediately reported. A detailed description of the encounter and any available post flight sensor data will assist in identifying the hazard aircraft. Proper scheduling and procedural adherence to published guidance is critical for ALL users of the Special Use Airspace (SUA) - the importance of compliance cannot be overstated. All units that utilize FACSFAC services to include all seaborne vessels with UAS capability must adhere to the contents of FAA JO 7610.4 and FACSFACVACAPESINST 3120.1.

9. Point of Contact:

A. Name (b)(6)

B. Phone (b)(6) DSN: (b)(6)

C. Email (b)(6)

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

ALL ATC ACTIVITIES ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 143 - VFA-143 N09281

Subject: HAZARD REPORT OF, Unidentified aircraft operating in W-72 without coordinating with controlling agencies., Class HAZARD FLIGHT, NEAR MID-AIR HAZARD - NEAR MID-AIR

This report is ~~for official use only (FOUO)~~, may contain ~~privacy and/or privileged information~~ and is not to be released to any other activity or organization, or used for any purpose other than safety, without the written permission of the Commander, Naval Safety Center.

References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - NEAR MID-AIR

B. WESS Serial Number: 1386708970442

C. Local Serial Number: 04-14

D. RAC: 02 - SERIOUS RISK

E. Endorser: FLEET AREA CONTROL & SURV FAC VACAPES OCEANA

F. Event: Hazard Pilot (HP) entered W-72 1A/B to perform a currency flight. Upon check-in HP was told by the controlling agency that there was no traffic in the area. Shortly after check-in, HP detected a radar track off his nose at 12,000' traveling at Mach 0.1. Shortly after detecting the radar track, HP was able to visually acquire a small aircraft. The aircraft had an approximately 5 foot wingspan and was colored white with no other distinguishable features. Due to the small size, the aircraft was determined to be a UAS. The HP tracked the Hazard UAS (HUAS) for approximately 1 hour, and relayed position data to the controlling agency. Surface traffic was light with only a single stationary commercial fishing trawler and a single unidentified US Naval vessel traveling south in the vicinity of the HUAS location. At no point in the flight did the controlling facility see a radar return or a squawk that correlated with the HUAS. Post flight, the controlling agency contacted numerous local UAS operators, but none claimed knowledge of the HUAS. Additionally, the identity of the Naval vessel in the vicinity was undetermined.

G. Hazard Date, Local: November 18, 2013

H. Hazard Time, Local: 1255

I. Time Zone: R

J. Condition: DAY

2. Data:

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

A. Reporting Activity: STRIKE FIGHTER SQUADRON 143 - VFA-143 N09281

B. Aircraft or UAV:

B1.

- (1) Aircraft: F/A-18E
- (2) BUNO: 166602
- (3) Reporting Custodian: N09281 - STRIKE FIGHTER SQUADRON 143 - VFA-143
- (4) Controlling Custodian: COMNAVAIRLANT (CNAL)
- (5) Departure Location: OCEANA NAS
- (6) Destination:
- (7) # Aircrew: 1
- (8) # Injured Aircrew: 0
- (9) # Passengers: 0
- (10) # Injured Passengers: 0
- (11) TMR: 1A1
- (12) VMC/IMC N

B2.

- (13) Aircraft: UNKNOWN
- (14) BUNO: 000000
- (15) Reporting Custodian: N63393 - NAVAL SAFETY CENTER NORFOLK VA
- (16) Controlling Custodian: PENDING
- (17) Departure Location:
- (18) Destination:
- (19) # Aircrew:
- (20) # Injured Aircrew:
- (21) # Passengers:
- (22) # Injured Passengers:
- (23) TMR: 1A1
- (24) VMC/IMC N

3. Environment:

- A. Hazard Location Description: ATLANTIC OCEAN (WESTERN - WESTLANT) W-72 AIR-1A and AIR-1B
- B. Hazard Country:
- C. Hazard State:
- D. Latitude: 36 32 00 N
- E. Longitude: 075 20 00 W
- F. Location: -

4. Weather:

- A. Briefed By: PILOT
- B. Briefing Utilization: USED
- C. Air Temp: F

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

D. Relative Humidity:  
E. Dewpoint: F  
F. Water Temp: F  
G. Wind Direction:  
H. Wind Gust:  
I. Ceiling Agl (100s ft):  
J. Sky Condition:  
K. Horizon: VISIBLE  
L. Visibility Statute Miles:  
M. Altimeter Setting:  
N. Icing: U  
O. Obstruction of Vision:  
P. Precipitation:  
Q. Extreme WX:  
R. Briefing Accuracy: SUBSTANTIALLY CORRECT

5. Damage and Hazard Cost:

A. Non-DoD Damaged/Destroyed Property: \$0.00  
B. DoD Damaged/Destroyed Property: \$0.00  
C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

A. Special - Unknown agency failed to notify controlling agency of UAS operations  
(1) Analysis: The airspace controlling agency was unaware of a UAS operating in their area. Post flight investigation indicated that the range space was not scheduled for UAS operations, nor was any attempt made by a UAS operator to contact the airspace controlling agency.

7. Recommendations:

A. Recommendation: #1

(1) Description: Brief to all aircrew.  
(2) Remarks:  
(3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES  
(4) Applies To:  
(a) Type: SPECIAL FACTOR  
(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

B. Recommendation: #2

(1) Description: Brief to all UAS operators.  
(2) Remarks: Due to their small size, many UASs are less visually significant and radar apparent and therefore pose a significant risk for midair collision. Proper coordination with ATC agencies is required to help prevent a midair with a manned aircraft and save aircraft and lives.

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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

(3) Action Agency: ALL UAV COMMANDS

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

C. Recommendation: #3

(1) Description: Brief to all ATC activities.

(2) Remarks:

(3) Action Agency: ALL ATC ACTIVITIES

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: Unknown agency failed to notify controlling agency of UAS operations

8. CO Comments:

A. N09281 - STRIKE FIGHTER SQUADRON 143 - VFA-143

(1) With the increased prevalence of UASs, the midair potential between manned and unmanned aircraft is a growing concern. In many ways UASs pose a greater midair risk than manned aircraft. They are often less visually significant and less radar apparent than manned aircraft. Additionally, they may not be squawking and typically have less SA to the aircraft in their vicinity than manned aircraft. The unmanned aircraft community, manned aircraft community, and ATC need to proactively manage this hazard before we are faced with a mishap.

B. N42239 - FLEET AREA CONTROL & SURV FAC VACAPES OCEANA

(1) UAS operations within FACSFAC VACAPES operating areas are scheduled in Exclusive Use airspace. Participating exercise aircraft are permitted into the Exclusive Use airspace only after proper deconfliction, and approval by, the Officer Conducting Exercise (OCE). No UAS operations were requested or scheduled in W-72 this day. Giant Killer Ocean Sector controller had no RADAR awareness to any air traffic within W-72 1A/B. Queries were made to all navy surface vessels operating in the area and to all known UAS operators. Giant Killer, to date, has received no acknowledgement of any UAS operations in W-72 this day. Events of this nature stress the importance of proactive air traffic control and heightened awareness of aircrews in the dynamic arena of an offshore operating area. While FACSFAC VACAPES operating areas can be effectively scheduled and deconflicted amongst participating units, non participating UAS usage is a possibility that we must remain vigilant against. FACSFAC VACAPES ATC personnel and operational users of the airspace should be spring loaded to recognize unexpected and potentially adverse situations and take immediate action to identify and avoid conflict, and report any such sighting. Proper scheduling and procedural adherence to published guidance is critical for ALL users of the Special Use Airspace (SUA). The importance of compliance cannot be overstated or repeated enough to ensure efficient access to finite training airspace while maintaining the highest level of safety. All units that utilize FACSFAC services to include all seaborne vessels with UAS capability must adhere to the contents of FAA JO 7610.4 and FACSFACVACAPESINST 3120.1. With proper planning and procedural adherence, efficient use of the airspace is maximized while the likelihood of conflicts between manned flight and UAS are minimized. Proper scheduling, situational awareness, and open communication by all participating assets will greatly increase the margin of safety.

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9. Point of Contact:

A. Name (b)(6)  
B. Phone (b)(6) DSN: (b)(6)  
C. Email (b)(6)

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ALL ATC ACTIVITIES ()

ALL TACAIR AIRCRAFT ACTIVITIES ()

ALL UAV COMMANDS ()

Classification: ~~UNCLASSIFIED FOR OFFICIAL USE ONLY (FOUO)~~

From: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

Subject: HAZARD REPORT OF, NEAR MID-AIR WITH UNKNOWN AIRCRAFT, Class HAZARD FLIGHT, NEAR MID-AIR  
HAZARD - NEAR MID-AIR

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References:

A. OPNAVINST 3750.6 SERIES

B. JAGINST 5800.7 SERIES

1. General Information:

A. Hazard Severity: HAZARD, Classification: FLIGHT HAZARD - NEAR MID-AIR

B. WESS Serial Number: 1372355853714

C. Local Serial Number: 04-13

D. RAC: 03 - MODERATE RISK

E. Endorser:

F. Event: Hazard Flight (HF) was a scheduled BFM event in W-72 TACTS South exclusive use airspace.

While operating in assigned airspace, Hazard Aircraft (HA) was near the southern border of exclusive use assigned airspace when Hazard Aircrew (HAC) visually acquired an aircraft pass down the right side of their aircraft with approximately 200 feet of lateral separation. HA was at 17,000 MSL in a descending northwesterly turn when the aircraft was spotted. The aircraft was heading southeast in a climb with a visible contrail or smoke plume emitting from the aft section. The aircraft was at 3-9 line passage before HAC visually acquired it. The HF had no radar return on the aircraft. The aircraft was white in color and approximately the size and shape of a drone or missile. After the close pass, the object was not seen again and aircrew notified the controlling agency to determine if they had radar awareness to any other aircraft working in the area. They did not. HF recovered without further incident. ASAP was logged post-flight and follow-up phone calls were made to determine if other agencies were conducting drone flights or missile shoots in the area. CSFWL contacted operating units but no one reported operations of this nature. FACSACVACAPES reviewed radar tapes and no aircraft was identified or noted in the area. No NOTAMS or TFRs were published regarding drone or missile operations in the HF working area during time of flight.

G. Hazard Date, Local: June 27, 2013

H. Hazard Time, Local: 1220

I. Time Zone: R

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J. Condition: DAY

2. Data:

A. Reporting Activity: STRIKE FIGHTER SQUADRON 11 - VFA-11 N09560

B. Aircraft or UAV:

B1.

(1) Aircraft:

(2) BUNO: 166631

(3) Reporting Custodian: N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(4) Controlling Custodian: COMNAVAIRLANT (CNAL)

(5) Departure Location: OCEANA NAS

(6) Destination: OCEANA NAS, UNITED STATES

(7) # Aircrew: 2

(8) # Injured Aircrew: 0

(9) # Passengers: 0

(10) # Injured Passengers: 0

(11) TMR: 1A6

(12) VMC/IMC N

B2.

(13) Aircraft: UNKNOWN

(14) BUNO: 000000

(15) Reporting Custodian: OUNKWN - OTHER UNKNOWN

(16) Controlling Custodian: PENDING

(17) Departure Location: OCEANA NAS

(18) Destination: OCEANA NAS, UNITED STATES

(19) # Aircrew:

(20) # Injured Aircrew:

(21) # Passengers:

(22) # Injured Passengers:

(23) TMR: 1a1

(24) VMC/IMC N

3. Environment:

A. Hazard Location Description: ATLANTIC OCEAN (MID - MIDLANT) W-72 (3A/3B)

B. Hazard Country: UNITED STATES

C. Hazard State: VIRGINIA

D. Latitude: 36 49 21 N

E. Longitude: 076 01 54 W

F. Location: KNTU - OCEANA NAS

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4. Weather:

- A. Briefed By: FORECASTER
- B. Briefing Utilization: NOT APP
- C. Air Temp: 32 F
- D. Relative Humidity: 65
- E. Dewpoint: 23 F
- F. Water Temp: 66 F
- G. Wind Direction: 220
- H. Wind Gust: 25
- I. Ceiling Agl (100s ft):
- J. Sky Condition: SKC
- K. Horizon: VISIBLE
- L. Visibility Statute Miles: 10.0
- M. Altimeter Setting: 29.76
- N. Icing: N
- O. Obstruction of Vision:
- P. Precipitation:
- Q. Extreme WX:
- R. Briefing Accuracy: NOT APPL

5. Damage and Hazard Cost:

- A. Non-DoD Damaged/Destroyed Property: \$0.00
- B. DoD Damaged/Destroyed Property: \$0.00
- C. Total Hazard Cost: \$0.00

6. Factors:

6A. ACCEPTED CAUSE FACTORS

- A. Special - Unknown agency failed to notify facilities of hazardous operations.
  - (1) Analysis: Organization failed to notify the airspace controlling agency of hazardous operations to airmen in a military operating area. When queried, the controlling agency had no situational awareness of other aircraft or unmanned vehicles operating in the exclusive use airspace.

7. Recommendations:

- A. Recommendation: #1
  - (1) Description: Brief to all aircrew.
  - (2) Remarks:
  - (3) Action Agency: ALL TACAIR AIRCRAFT ACTIVITIES
  - (4) Applies To:
    - (a) Type: SPECIAL FACTOR
    - (b) Statement: Unknown agency failed to notify facilities of hazardous operations.
- B. Recommendation: #2

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(1) Description: Brief to all controlling agencies.

(2) Remarks:

(3) Action Agency: ALL ATC ACTIVITIES

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: Unknown agency failed to notify facilities of hazardous operations.

C. Recommendation: #3

(1) Description: Brief to all UAV Agencies.

(2) Remarks:

(3) Action Agency: ALL UAV COMMANDS

(4) Applies To:

(a) Type: SPECIAL FACTOR

(b) Statement: Unknown agency failed to notify facilities of hazardous operations.

8. CO Comments:

A. N09560 - STRIKE FIGHTER SQUADRON 11 - VFA-11

(1) Unmanned aerial vehicles represent a significant mid-air collision threat. Aircrew need to continue to ensure they are properly briefing the UAV mid-air threat in military operating areas. Additionally, operators of UAVs must ensure they use all lines of communication available to heighten awareness of the presence of UAVs in heavy traffic military areas and follow the same guidelines set for restricted airspace.

9. Point of Contact:

A. Name: LCDR (b)(6)

B. Phone: (b)(6) DSN:

C. Email (b)(6)

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