

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

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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: 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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- 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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(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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