



DEPARTMENT OF THE NAVY

NAVAL SAFETY CENTER

375 A STREET

NORFOLK, VIRGINIA 23511-4399

5720
Ser 03/F0306
October 8, 2020

Sent via email: john@greenewald.com

Mr. John Greenewald, Jr.
27305 W. Live Oak Rd., Ste. 1203
Castaic, CA 91384

Dear Mr. Greenewald:

SUBJECT: YOUR FREEDOM OF INFORMATION ACT CASE 2020-NSC-345; DON-NAVY-2020-012170

This is in response to your September 17, 2020 Freedom of Information Act request wherein, you requested a copy of all FOIA requests, response letters, and responsive documents of all FOIA cases submitted by the New York Times regarding UFOs, unidentified flying objects, Unidentified Aerial Phenomena, UAPs, Unidentified Aerial Phenomenon, or similar requests to include any requests from NY Times Banner, or journalists Ralph Blumenthal, Leslie Kean, or Helen Cooper. Your request has been assigned FOIA case number 2020-NSC-345.

Enclosed are the redacted copies of a request and response to New York Times and eight (8) hazard reports that meet the criteria of your request. The names and contact information of the individuals not involved in the incident is being withheld under 5 U.S.C. § 552 (b)(6) as information in or pertaining to medical files, reports, records, and other material pertaining to personnel matters, that if disclosed to a requestor, other than the actual person in which the information is pertaining to, would constitute a clearly unwarranted invasion of their or their surviving family members' privacy. Classification markings, i.e., For Official Use Only (FOUO), unclassified, etc., in the document are also lined through.

Additionally, a diligent search of the files and databases maintained by the Naval Safety Center was conducted for the additional requests submitted by journalists Ralph Blumenthal, Leslie Kean, and Helen Cooper and videos/photos, without success. I regret to inform you those documents do not exist within the files or databases at this command.

Your request has been partially denied. If you are not satisfied with the response to this request or you believe an adequate search for responsive documents was not accomplished, you have a right to appeal. The official responsible for the response of your request is:

Fredrick R. Luchtman
Rear Admiral, U.S. Navy
Commander, Naval Safety Center

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The appeal must be received within **90 calendar days** from the date of this letter. There are two ways to file an appeal, by mail or through FOIAonline.

1. By mail. Please provide a letter requesting an appeal, with a copy of your initial request and a copy of the letter of denial, in an envelope marked "Freedom of Information Act Appeal." You are encouraged (though not required) to provide an explanation why you believed the redactions were inappropriate or our search was inadequate. Also, please provide a copy of your appeal letter to us at Naval Safety Center, Attention: FOIA Coordinator, 375 A Street, Norfolk, VA 23511-4399.

Address your appeal to:

The Office of the Judge Advocate General (Code 14)
1322 Patterson Ave., S.E., Ste. 3000
Washington, DC 20374-5066
Telephone: (202) 685-5450 Fax: (202) 685-5472

2. Through FOIAonline. This will work only if you set up an account on FOIAonline before you make the request that you would like to appeal. To set up an account, go to FOIAonline (this is a website that will appear as the top hit if you search the internet for "FOIAonline"), click "Create Account" (a link located within the blue banner at the top in the upper right corner), enter your data into the field that subsequently appears, and click "Save" (at the bottom left of the screen). With your account thereby created, you will have the power to file an appeal on FOIAonline to any request you file on FOIAonline thereafter. To do so, locate your request (enter a keyword or the request tracking number in the "Search for" field on the "Search" tab), click on it, then the "Create Appeal" tab in the left-hand column. Complete the subsequent field, click "Save," and FOIAonline will submit your appeal.

If you have any questions, you may contact our office at the telephone number and email address provided below. You may also contact the DON FOIA Liaison, Christopher Julka, at christopher.a.julka@navy.mil, (703) 697-0031. In addition, the Office of Government Information Services (OGIS) provides a voluntary mediation process for resolving disputes between persons making FOIA requests and the Department of the Navy (DON). For more information, go to <https://www.archives.gov/ogis/about-ogis/contact-information>.

Your request is being treated as a "representative of the news media request" as identified in 32 C.F.R. § 286.12(a). There are no fees associated with the processing of your request in this instance.

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October 8, 2020

If you have any questions, you may contact our office at (757) 444-3520 extension 6055 or via e-mail at safe-foia@navy.mil. Please refer to case number 2020-NSC-345 when inquiring about your request.

Sincerely,



L. G. ELLIS-SHOOKS
By direction of the Commander

This document is made available through the declassification efforts
and research of John Greenewald, Jr., creator of:

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA) document clearinghouse in the world. The research efforts here are responsible for the declassification of hundreds of thousands of pages released by the U.S. Government & Military.

Discover the Truth at: <http://www.theblackvault.com>

DON-NAVY-2020-012170 request Details

Due Date: N/A Clock Days: 0 (Never Started)

Requester Information

Requester	Mr. John Greenwald	Tracking Number	DON-NAVY-2020-012170
Organization	The Black Vault	Submitted Date	09/17/2020
Requester Has Account	Yes	Received Date	09/17/2020
Email Address	john@greenewald.com	Perfected Date	
Phone Number	8004562228	Last Assigned Date	09/17/2020
Fax Number	8186597688	Assigned To	Naval Safety Center
Address	27305 W. Live Oak Rd. Suite #1203	Last Assigned By	
City	Castaic	Request Track	Simple
State/Province	CA	Fee Limit	\$15.00
Zip Code/Postal Code	91384		

Request Handling

Requester Info Available to the Public?	No	Request Type	FOIA
Request Track	Simple	Request Perfected	No
Fee Category		Perfected Date	
Fee Waiver Requested	No	Acknowledgement Sent Date	
Fee Waiver Status		Unusual Circumstances	No
Expedited Processing Requested	No	Litigation	No
Expedited Processing Status		Court Docket Number	
		5 Day Notifications?	No



Appeals

Tracking Number	Appeal Date	Appellant	Phase	Notification
No appeals have been created.				

Consultations

Tracking Number	Consulted Agency	Created By	Consultation Date	Due Date	Phase
No consultations have been created.					

Correspondence to Requester

Subject	From	To	Date
FOIA Request DON-NAVY-2020-012170 Submitted	System	Mr. John Greenewald	09/17/2020

This message is to confirm your request submission to the FOIAonline application: View Request. Request information is as follows:

- Tracking Number: DON-NAVY-2020-012170
- Requester Name: Mr. John Greenewald
- Date Submitted: 09/17/2020
- Request Status: Submitted
- Description: To whom it may concern,

This is a non-commercial request made under the provisions of the Freedom of Information Act 5 U.S.C. S 552. My FOIA requester status as a "representative of the news media." I am a freelance television producer often working on documentaries related to my FOIA requests, my work is commonly featured throughout major news organizations, and I freelance writer for news sites as well. Examples can be given, if needed.

I prefer electronic delivery of the requested material either via email to john@greenewald.com, FAX 1-818-659-7688 or via CD-ROM or DVD via postal mail. Please contact me should this FOIA request should incur a charge.

I respectfully request a copy of records (which includes videos/photos), electronic or otherwise, of the following:

ALL FOIA requests, response letters and responsive records of ALL FOIA cases submitted by the New York Times regarding UFOs, unidentified flying objects, Unidentified Aerial Phenomena, UAPs, Unidentified Aerial Phenomenon, or similar requests. The requests would include those submitted under the NY Times banner or journalists Ralph Blumenthal, Leslie Kean or Helene Cooper.

Thank you so much for your time, and I am very much looking forward to your response.

Sincerely,

John Greenewald, Jr.
27305 W. Live Oak Rd.
Suite #1203
Castaic, Ca. 91384
FAX 1-818-659-7688

Description

Long Description	To whom it may concern, This is a non-commercial request made under the provisions of the Freedom of Information Act 5 U.S.C. S 552. My FOIA requester status as a "representative of the news media." I am a freelance television producer often working on documentaries related to my FOIA requests, my work is commonly featured throughout major news organizations, and I freelance writer for news sites as well. Examples can be given, if needed. I prefer electronic delivery of the requested material either via email to john@greenewald.com, FAX 1-818-659-7688 or via CD-ROM or DVD via postal mail. Please contact me should this FOIA request should incur a charge. I respectfully request a <u>copy of records (which includes videos/photos)</u> , <u>electronic or otherwise, of the following:</u> ALL FOIA requests, response letters and responsive records of ALL FOIA cases submitted by the New York Times regarding UFOs, unidentified flying objects, Unidentified Aerial Phenomena, UAPs, Unidentified Aerial Phenomenon, or similar requests. The requests would include those submitted under the NY Times banner or journalists <u>Ralph Blumenthal, Leslie Kean or Helene Cooper</u> . Thank you so much for your time, and I am very much looking forward to your response. Sincerely, John Greenewald, Jr. 27305 W. Live Oak Rd. Suite #1203 Castaic, Ca. 91384 FAX 1-818-659-7688
Has Description Been Modified?	Yes
Long Description Modified	
Description Available to the Public?	No
Short Description	

Additional Information

Appellate Authority	N/A
Case Number	N/A
Name of Local Command	N/A
Contract Number	N/A
Limit Request To Clearly Releasable Info	N/A

Attached Supporting Files

Attachments Available to the Public?
No

Attached File Name	Size (MB)	File Type
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No supporting files have been uploaded.

(b)(6)

FOIA Researcher

The New York Times

1627 I Street NW Suite 700

Dear FOIA Officer,

This is a request under the Freedom of Information Act request from (b)(6) of The New York Times seeking the following records:

All Aircraft Mishap Investigation Reports and deck logs from the USS Theodore Roosevelt (CVN-71) from January 2015 - March 2015.

To clarify, I am not looking for Aircraft Accident Reports.

FORMAT OF REQUESTED RECORDS

Under FOIA, you are obligated to provide records in the format requested. See, e.g., 5 U.S.C. § 552(a)(3)(B) ("In making any record available to a person under this paragraph, an agency shall provide the record in any form or format requested by the person if the record is readily reproducible by the agency in that form or format.").

We request all records in an electronic .pdf format that is text searchable and OCR formatted. Additionally, please provide the records either in (1) load-ready format with a CSV file index or excel spreadsheet, or, if that is not possible; (2) in .pdf format, without any "portfolios" or "embedded files." Portfolios and embedded files within files are not readily-accessible. Please do not provide the records in a single, or "batched,".pdf file. We appreciate the inclusion of an index.

Please provide all records on a rolling basis.

RESPONSE TIME

We appreciate your help in expeditiously obtaining a determination on the requested records. As mandated in FOIA, we anticipate a reply within the statutory timeframe of 20 business days. 5 U.S.C. § 552(a)(6)(A)(i).

ESTIMATED DATE OF COMPLETION

I respectfully request that you provide me with a reasonably estimated date of completion. See 5 U.S.C. § 552(a)(7)(B)(ii). If the estimated date of completion is being significantly delayed because of a portion of the request needs to be processed by another agency, please inform me which agency that is and whether it has provided you with an estimated date of completion.

FEE WAIVER

I respectfully request that you waive all fees in connection with this request as provided by 5 U.S.C. § 552(a)(4)(A)(iii). FOIA was designed to provide citizens a broad right to access government records. FOIA's basic purpose is to "open agency action to the light of public scrutiny," with a focus on the public's "right to be informed about what their government is up to." *U.S. Dep't of Justice v. Reporters Comm. For Freedom of Press*, 489 U.S. 749, 773–74 (1989) (internal quotation and citations omitted). In order to provide public access to this information, FOIA's fee waiver provision requires "[d]ocuments shall be furnished without any charge or at a [reduced] charge . . . disclosure of the information is in the public interest because it is likely to contribute significantly to public understanding of the operations or activities of the government and is not primarily in the commercial interest of the requester." 5 U.S.C. § 552(a)(4)(A)(iii).

EXPEDITED PROCESSING

Disclosure of the records request is in the public interest because disclosure is likely to contribute significantly to the understanding of the operations or activities of the government. In addition, as one of the largest circulation newspapers in the United States, *The New York Times* plays an important role in sharing information with the public and helping the public understand how the federal government works. Disclosure of the records is not primarily in the commercial interest of myself or *The New York Times* but is intended to facilitate reporting on the operations of government.

You may email copies of the requested records to:

(b)(6)

If you are unable to deliver the documents through electronic means, please deliver the documents to:

(b)(6)

The New York Times
1627 I Street NW Suite 700
Washington DC 20006
202-862-0414



DEPARTMENT OF THE NAVY

NAVAL SAFETY CENTER
375 A STREET
NORFOLK, VIRGINIA 23511-4399

5720
Ser 03/F0189
May 29, 2019

Mr. [REDACTED] (b)(6)

The New York Times
1627 I Street NW, Suite 700
Washington DC 20006

Dear Mr. [REDACTED] (b)(6)

SUBJECT: YOUR FREEDOM OF INFORMATION ACT CASE NO. 2019-NSC-275;
DON-NAVY-2019-007385

This is in response to your undated Freedom of Information Act (FOIA) request for all aircraft mishap investigation reports and deck logs from the USS THEODORE ROOSEVELT (CVN-71) from January 2015-March 2015. Your request, which was originally addressed to the Naval History and Heritage Command, was referred to this command with regard to the aviation mishap investigation reports requested and was received on April 18, 2019. On April 26, 2019, you and Mrs. Jones discussed your request on the phone in order to get a clearer picture of what information you wanted. In an email on that same date, Mrs. Jones asked you to narrow the scope of your request to facilitate our records search. On May 14, 2019, you responded by email, limiting your request to any reports between November 2014 and February 2015 involving near-miss aerial encounters with unidentified objects, any incidents involving unusual aircraft that were hard to identify or explain; and near-misses or dangerous encounters with drones or possible advanced technology being tested by our government or from a foreign country. You specified that the desired events involved Navy jets in flight and did not occur onboard a ship. On May 30, 2019, you and I discussed, that after a diligent search of our databases and files, we were unable to locate any records within the requested time frame. However, we did locate eight (8) incidents that occurred at other times and you stated you would like a copy of all eight (8) records.

Enclosed are redacted copies of eight (8) hazard reports which meet the criteria of your request. The names and contact information of the individuals not involved in the mishap are withheld under 5 U.S.C. § 552(b)(6) to prevent an unwarranted invasion of their privacy. Classification markings, i.e., For Official Use Only (FOUO), unclassified, etc., in the document are also lined through.

Your request has been partially denied. You may contact our office at the telephone number and email address provided below, as well as the Navy's FOIA Public Liaison, Mr. Christopher Julka, at Christopher.a.julka@navy.mil; DONFOIAPublicLiaison@navy.mil or (703) 697-0031, for any further assistance and to discuss any aspect of your request. Additionally, you may contact the Office of Government Information Services (OGIS) at the National Archives and Records Administration, 8601 Adelphi Road-OGIS, College Park,

5720
Ser 03/F0189
May 29, 2019

Maryland 20740-6001, email at ogis@nara.gov; telephone number (202) 741-5770; toll free at (877) 684-6448; or facsimile at (202) 741-5769.

If you are not satisfied with the response to this request, you also have the right to appeal this determination in writing to the designee of the Secretary of the Navy under the above statute. An appeal, should you choose to submit one, should be addressed to:

Judge Advocate General (Code 14)
1322 Patterson Ave., S.E., Ste. 3000
Washington, DC 20374-5066
Telephone: (202)685-5450 Fax: (202)685-5472

The appeal must be postmarked or electronically transmitted within **90 days** from the date of this letter. A copy of your original letter and this no records letter must accompany the appeal. The appeal should be marked "FREEDOM OF INFORMATION ACT APPEAL" both on the envelope and the face of the letter. In order to expedite the appellate process and ensure full consideration of your request, your appeal should contain a brief statement of the reasons you believe this initial decision to be in error. The official responsible for the denial of your request is:

Mark L. Leavitt
Rear Admiral, U.S. Navy
Commander, Naval Safety Center

Your request is being treated as a "representative of the news media request" as defined by Secretary of the Navy Instruction 5720.42G dated 15 January 2019, Subject: DEPARTMENT OF THE NAVY FREEDOM OF INFORMATION ACT (FOIA) PROGRAM. There are no fees associated with the processing of your request in this instance.

If you have any questions, you may contact our office at (757) 444-3520 Ext. 6055 or via e-mail at safe-foia@navy.mil. Please refer to case number 2019-NSC-275 when inquiring about your request.

Sincerely,



L. G. ELLIS-SHOOKS
By direction of the Commander

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

9. Point of Contact:

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

~~FOR OFFICIAL USE ONLY~~

This report is for official use only (FOUO), may contain private 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 Commander, Naval Safety Center.

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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- (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. Nam [REDACTED] (b)(6)
B. Phone [REDACTED] (b)(6) DSN: [REDACTED] (b)(6)
C. Email [REDACTED] (b)(6)

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

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

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: 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 [REDACTED] (b)(6)

B. Phone [REDACTED] (b)(6) DSN: [REDACTED] (b)(6)

C. Email [REDACTED] (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 11 - VFA-11 N09560

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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. Endorse:

E. Endorse.

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. FACS FAC VACAPES 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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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

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

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

- (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 [REDACTED] (b)(6)
- B. Phone:[REDACTED] (b)(6) DSN:[REDACTED]
- C. Email:[REDACTED] (b)(6)

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

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

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 [REDACTED] (b)(6)

B. Phone [REDACTED] (b)(6) DSN: [REDACTED] (b)(6)

C. Email [REDACTED] (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

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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. WEES 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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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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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 FACSFACVACAPESINST 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: FACSFAC 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 FACSFAC. FACSFAC 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. FACSFAC 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.

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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- (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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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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- (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. (WEES 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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Ref: SECNAVINST 5720.42, OPNAVINST 3750.6 Series and OPNAVINST 5102.1 Series.

STRIKE FIGHTER SQUADRON 11 - VFA-11 (N09560)

END OF REPORT

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