

ALL HORNET AIRCRAFT ACTIVITIES ()
ALL ATC ACTIVITIES ()
ALL ROTARY WING AIRCRAFT ACTIVITIES ()
ALL UAV COMMANDS ()

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

From: HELO SEA COMBAT SQUADRON 2 - HSC-2 N09212

Subject: HAZARD REPORT OF, MH-60S had near midair collision with UAV while in local GCA pattern., 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: 1402409234654
- C. Local Serial Number: 07-14
- D. RAC: 03 - MODERATE RISK
- E. Endorser:
- F. Event: On Monday, 09 June 2014, at approximately 1845 Hazard Aircraft (HA) was on downwind for the GCA RWY 28 at Navy Chambers. HA was at 1,500 MSL and approximately on the Chambers Tacan radial 056 at 4DME when the Hazard Crew (HC) saw what appeared to be a 6 to 8 foot, orange and white or orange and silver object with red lights at the corners. Hazard UAV (HUAV) passed down the left side of HAC at approximately .5 nm and 100 to 150 feet below HAC altitude. HC reported the object to Hazard ATC (HATC) and continued approach with no further incidents.
- G. Hazard Date, Local: June 9, 2014
- H. Hazard Time, Local: 1845
- I. Time Zone: R
- J. Condition: DAY

2. Data:

- A. Reporting Activity: HELO SEA COMBAT SQUADRON 2 - HSC-2 N09212
- B. Aircraft or UAV:
 - B1.
 - (1) Aircraft: UNKNOWN

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

- (2) BUNO:
- (3) Reporting Custodian: -
- (4) Controlling Custodian:
- (5) Departure Location:
- (6) Destination:
- (7) # Aircrew:
- (8) # Injured Aircrew:
- (9) # Passengers:
- (10) # Injured Passengers:
- (11) TMR: UNK
- (12) VMC/IMC N

B2.

- (13) Aircraft: MH-60S
- (14) BUNO: 165771
- (15) Reporting Custodian: N09212 - HELO SEA COMBAT SQUADRON 2 - HSC-2
- (16) Controlling Custodian: COMNAVAIRLANT (CNAL)
- (17) Departure Location: NORFOLK NS
- (18) Destination:
- (19) # Aircrew: 3
- (20) # Injured Aircrew: 0
- (21) # Passengers: 0
- (22) # Injured Passengers: 0
- (23) TMR: 1E2
- (24) VMC/IMC N

3. Environment:

- A. Hazard Location Description:
- B. Hazard Country: UNITED STATES

- C. Hazard State: VIRGINIA
- D. Latitude: 36 59 40 N
- E. Longitude: 076 13 35 W
- F. Location: KNGU - NORFOLK NS

4. Weather:

- A. Briefed By: PILOT
- B. Briefing Utilization: USED
- C. Air Temp: 80 F
- D. Relative Humidity:
- E. Dewpoint: 75 F
- F. Water Temp: 75 F

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- G. Wind Direction: 170
- H. Wind Gust: 19
- I. Ceiling Agl (100s ft):
- J. Sky Condition:
- K. Horizon: VISIBLE
- L. Visibility Statute Miles: 10.0
- M. Altimeter Setting: 29.9
- 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. Personnel Information:

A. Crew 1 MH-60S

- (1) Crew Duty: INSTRUCTOR
- (2) Injury:
- (3) Gender: MALE
- (4) Age:
- (5) Grade: O04
- (6) Service: NAVY
- (7) MOS:
- (8) Parent Organization: HELO SEA COMBAT SQUADRON 2 - HSC-2
- (9) NVD: UNUSED
- (10) Crew Hours:
 - (a) Total Pilot Hours: 1886.7

B. Crew 2 MH-60S

- (1) Crew Duty: COPILOT
- (2) Injury:
- (3) Gender: MALE
- (4) Age: (b)(6)
- (5) Grade: O02
- (6) Service: NAVY
- (7) MOS: 131X
- (8) Parent Organization: HELO SEA COMBAT SQUADRON 2 - HSC-2
- (9) NVD: UNUSED

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- (10) Crew Hours:
 - (a) Total Pilot Hours: 222.3

C. Crew 3 MH-60S

- (1) Crew Duty: STUDENT/UNDER INSTRUCTION ,
- (2) Injury:
- (3) Gender: MALE
- (4) Age: (b)(6)
- (5) Grade: O02
- (6) Service: NAVY
- (7) MOS: 131X
- (8) Parent Organization: HELO SEA COMBAT SQUADRON 2 - HSC-2
- (9) NVD: UNUSED
- (10) Crew Hours:
 - (a) Total Pilot Hours: 217.6

7. Factors:

7A. ACCEPTED CAUSE FACTORS

A. HumanFactor - Unidentified UAV flew through controlled airspace.

- (1) Analysis: A UAV that has not been identified flew approximately 150 feet below HA while in the GCA pattern at KNGU. ATC had no knowledge of its presence until reported by HC.
 - (a) Act: AV003 - Extreme violation/lack of discipline. It is unacceptable for any aircraft, to include UAVs, to enter controlled airspace unannounced and nearly impact an aircraft on a recognized instrument approach. Although the source of the UAV is unidentified, the pilot(s) was in extreme violation of FAA procedures.

8. Recommendations:

A. Recommendation: #1

- (1) Description: Continue to investigate unidentified UAV presence.
- (2) Remarks: The increased UAV presence requires increased oversight and regulation of their whereabouts in coordination with the FAA.
- (3) Action Agency: ALL ATC ACTIVITIES
- (4) Applies To:
 - (a) Type: HUMAN FACTOR
 - (b) Statement: Unidentified UAV flew through controlled airspace.

B. Recommendation: #2

- (1) Description: Brief to aircrew.
- (2) Remarks: As UAV traffic becomes more and more prevalent in the local area, it is imperative that pilots are aware of the hazard present, even in controlled airspace.
- (3) Action Agency: ALL ROTARY WING AIRCRAFT ACTIVITIES
- (4) Applies To:
 - (a) Type: HUMAN FACTOR
 - (b) Statement: Unidentified UAV flew through controlled airspace.

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C. Recommendation: #3

(1) Description: Brief to aircrew.

(2) Remarks: As UAV traffic becomes more and more prevalent in the local area, it is imperative that pilots are aware of the hazard present, even in controlled airspace.

(3) Action Agency: ALL HORNET AIRCRAFT ACTIVITIES

(4) Applies To:

(a) Type: HUMAN FACTOR

(b) Statement: Unidentified UAV flew through controlled airspace.

9. CO Comments:

A. N09212 - HELO SEA COMBAT SQUADRON 2 - HSC-2

(1) This incident is a troubling reminder that control of UAVs is still a developing process. It is unacceptable for an aircraft of any kind to enter controlled airspace unannounced. Fortunately, in this case the crew was alert and able to avoid a mid air collision. All aviators need to be aware of this hazard and continue to report these incursions to ATC so that the infractions can be investigated. Regulation of UAV activity is a necessity for the continued safe operation of all aircraft.

10. Point of Contact:

A. Name: (b)(6)

B. Phone: (b)(6)

C. Email: (b)(6)

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