

REPORT OF UNIDENTIFIED FLYING OBJECT.

A. DATE: 23/04/07
TIME: 1409Z — 1418Z DURATION 9 MINS

B. DESCRIPTION OF OBJECT(S)

ONE OBJECT SIGHTED AT 1409Z DESCRIBED AS BRIGHT ORANGE/YELLOW OF 'PLATFORM' SECTION.

LATER UPDATED (WHEN CLOSER) AS VERY BRIGHT ~~ORANGE~~ YELLOW OBJECT WITH GAP IN LIGHT OR 'DARKER AREA' 2/3 OF THE WAY FROM LEFT TO RIGHT (VIEWED FROM NORTH)

SECOND OBJECT SIGHTED AT 1416Z. DESCRIBED AS IDENTICAL.

FIRST OBJECT DESCRIBED AS '737 SIZED' AT ESTIMATED RANGE OF 7-8 NMS.

C. POSITION OF OBSERVER

APPROX 5-10 NM NORTH OF ORTAC ON R41 FL40.

OBSERVER WAS PILOTING A TRISLANDER SOUTHBOUND EN ROUTE TO ALDERNEY FROM SOUTHAMPTON.

LATER SEEN BY PILOT OF A JETSTREAM 41 (BC1832) FROM A POSITION NE OF SARK BY APPROX 5 NM TRACKING SE TOWARDS JERSEY. AIRCRAFT WAS AT THIS TIME AT A SIMILAR LEVEL.

D. HOW OBSERVED

BY NAKED EYE AND BINOCULARS (PILOT OF AUR544)
NOTHING SEEN ON RADAR. WITH EXCEPTION OF AN OBTOP POSSIBLY RELATED TO ONE OBJECT. (STATIONARY OBJECTS ARE FILTERED FROM DISPLAY)

E. DIRECTION IN WHICH OBJECT FIRST SEEN

FIRST OBJECT SEEN 'IN 12 O'CLOCK' POSITION AT A POINT NNW OF ALDERNEY. (AS SEEN FROM POSITION NTH OF ORTAC - AS IN PART C)
LATER UPDATED AS IN THE VICINITY OF BURHOU NORTH OF ALDERNEY.

THE SECOND OBJECT (SEEN AT 1416Z) WAS SEEN AS WEST OF ALDERNEY APPROX IN VICINITY OF CASQUETS 8-10 NM WEST OF ALDERNEY.

AS VIEWED BY SECOND PILOT (BC1832) OBJECT WAS IN DIRECTION OF ALDERNEY AT RANGE ESTIMATED AT 10 NM.

(SECOND OBJECT NOT SEEN OR MENTIONED - OBJECT WOULD HAVE BEEN FURTHER BEHIND ACFT)

F. ANGULAR ELEVATION OF OBJECT

OBJECT FIRST DESCRIBED AT SIMILAR LEVEL ie FL40.

LATER DESCRIBED AS 2000 - 2500'.

AS ACFT DESCENDED TO 2000' TOWARDS ALDERNEY THE OBJECTS
'DISAPPEARED INTO THE HAZE' ESTIMATED 1500 - 2000'

OBJECT NEARER ALDERNEY ESTIMATED BY SECOND PILOT (BCI 832)
AT SIMILAR LEVELS.

G. DISTANCE OF OBJECT FROM OBSERVER

IN THE RANGE OF APPROX 25nm (AS FIRST SIGHTED) DOWN TO
ESTIMATED 7-8 nm.

ESTIMATED 10nm FROM SECOND PILOT (BCI 832)

H. MOVEMENTS OF OBJECT

OBJECTS APPEARED STATIONARY.

J. MET CONDITIONS

EGJA 1350Z MET OB.

SURFACE WIND 200 / 06 V 150 - 240

CAVOK

TEMPS 14 / 11

QNH 1021 mb

K. NEARBY OBJECTS

NONE

L. TO WHOM REPORTED

D AND D CELL, LATCC (MIL)

TELEPHONE NUMBER GIVEN AT M.O.D. (WHITEHALL) 0207 2182140
MESSAGE LEFT ON ANSWERPHONE.

M. NAME AND ADDRESS OF INFORMANT

AURIGNY PILOT - CAPTAIN [REDACTED]
MOB: [REDACTED]

BLUE ISLANDS PILOT - ~~PILOT~~ CAPTAIN [REDACTED]
MOB: [REDACTED]

CONTROLLER, JERSEY ZONE -
(SELF) [REDACTED]
JERSEY [REDACTED]
TEL: [REDACTED]
MOB: [REDACTED]

N. ANY BACKGROUND INFO.

NONE

O. OTHER WITNESSES

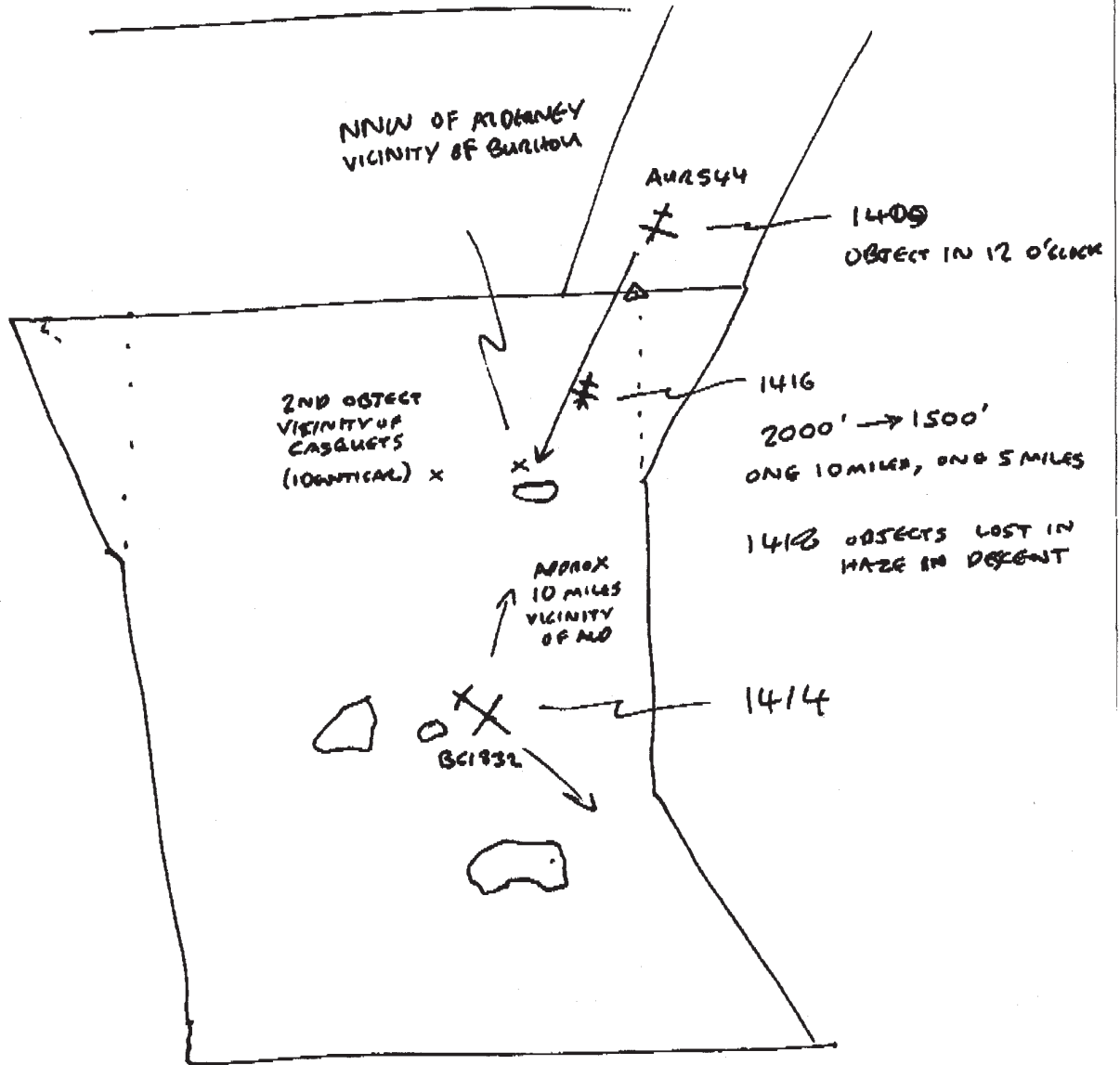
BLUE ISLANDS PILOT (BCI 832). SEE ABOVE.

P. DATE AND TIME OF RECEIPT OF REPORT

TIMES AS STATED ABOVE.

COPY OF PILOTS FLIGHT LOG WITH DESCRIPTION AND DRAWING OF OBJECT
RECEIVED BY FAX FROM AURIGNY OPS IN ALDERNEY AT APPROX
1600Z.

23RD APRIL 2007



EGJA MET
1350Z

200/06
150 v 240
CAVOK
14/11
1021

VIEWS FROM NORTH
(AUR544)



VERY BRIGHT
YELLOW OBJECT
GAP IN LIGHT
2/3 OF THE WAY
FROM LEFT -> RIGHT

POSSIBLY UP TO 737 SIZE

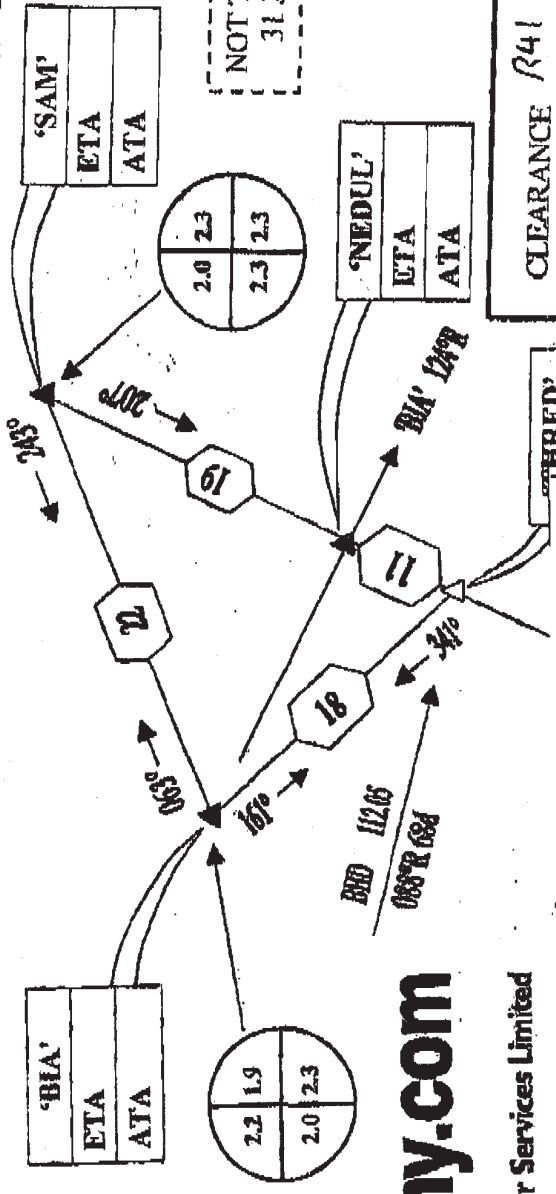
BOTH OBJECTS IDENTICAL

ALWAYS APPEARED STATIONARY

* THESE DETAILS AND DRAWING WERE BY MYSELF FROM DETAILS GIVEN BY PILOT AND OTHERS TO BE CONFIRMED BY FAX

1400
 Notes: Unidentified object seen. Bright yellow thin, stationary. Size of 737.
 2nd object same shape seen behind first at some distance.
 1st object brilliant yellow 941 10 m in air
 2-2500
 1410 5 m in air. dark area

NOT TO SCALE
 31 Jan 2007



aurigny.com

Aurigny Air Services Limited

Attn: [redacted] please.
 NB. After talking to [redacted] (capt):
 1st seen 1400 Z } About 10 mins N of
 2nd seen 1410 Z } ORTAC @ 2-2500

Drawing is side view of estimated 7800s
 [redacted]
 AAS ops 23/4/07

CLEARANCE R41 DET 504
 750 1242
 7k 220/14/11 1020
 MET 6k SW 8 12/10 1021
 7k 1200 → FL 40 R41
 ORTAC / HIDE A MISE 180°
 7764

Captains Signature

Date	23.4.07
Captain	[redacted]
Reg	G-XTOR
Flight No	543 544
Off Blocks	1226 1335
Take Off	1230 1339
Land	1318 1420
Or Blocks	1320 1423
Total Block	0.54 0.48
Total Flying	0.48 0.41

Departure Fuel Calculation	SW 8
Forecast Wind	69 72
Fuel Required	76 106
Fuel on Board	7 34
Extra	
Enroute Fuel Check	
Waypoint	ORTAC 31 THRED 31
Fuel required	66 94
Total Fuel	36 63
Extra	

AURIGNY AIR SERVICES

AIR SAFETY REPORT

ASR No. 720

1. Types of event
Tick all applicable

ASR AIRPROX BIRD/STRIKE W/ORTEN GPWS ICASRA

CAA OCCURRENCE NO.

2. PILOT		*CMR IF INF		PILOT		*CMR IF INF		JUMP SEAT OCCUPANT & STATUS	
3. DATE OF OCCURRENCE 23/4/07		4. TIME (LOCAL/UTC*) * DAY/NIGHT		5. FLIGHT NO. GR 544		6. FROM/TO OR AT*		7. SQ/AWK 7764	
8. AC TYPE BN2 TRISLANDER		9. REGISTRATION G-XTOR		10. CREW/PASSENGERS		11. TEMPERATURE *OAT/SAT/PAW		12. TRAINING FLIGHT YES (NO)	
13. ALTITUDE FL 40		14. SPEED 130		15. AC MASS 4200 KG		16. SECTOR/RECORD PAGE No.			

17. FLIGHT PHASE

TOWING - PARKED - 18. AIRPORT/STAND PUSH-BACK - TAXI-OUT - TAKE-OFF - INITIAL CLIMB -

CLIMB - CRUISE 19. GEOG POSITION DESCENT HOLDING - APPROACH - BELOW 1500FT - LANDING - TAXI-IN

10 NM NNE Aci

20. CONDITIONS DAY NIGHT TMC / VMO 104 km*		21. SURFACE WX WIND VIS CLOUD TEMP QNH / / / / °C mbs 1021			22. SIGNIFICANT WX *MOI/SEVERE RAIN / SNOW / ICING / FOG / TURBULENCE HAIL / STANDING WATER / WINDSHEAR	
23. RUNWAY RVR - m		24. RUNWAY STATE * (DRY / DAMP / WET / CONTAMINATED (ICE / SNOW / SLUSH) BRAKING ACTION:			25. CONFIGURATION * AUTOPILOT ENGAGED (YES/NO) GEAR UP/DOWN* / FLAPS (POSN)	

26. EVENT, CAUSE, ACTIONS AND RESULTS

During the cruise at FL 40, I noticed a bright light ahead which I thought was the reflection from the sun off of glass in Guernsey. However, the light continued so I looked at it through binoculars (7x10). I saw a shape as per the diagram showing brilliant yellow with a dark area towards the right side as I looked at it. It appeared stationary. I asked ATC for any contact. Initially they said no then later said they had a proximity contact in the area.

27. OTHER INFORMATION AND SUGGESTIONS FOR PREVENTATIVE ACTION

As the flight continued I noticed a second shape exactly as the first but further away. A number of passengers aboard noticed the lights. The flight continued uneventfully to Alderney.

-- DELETE AS APPLICABLE

PAGE 1 OF 2

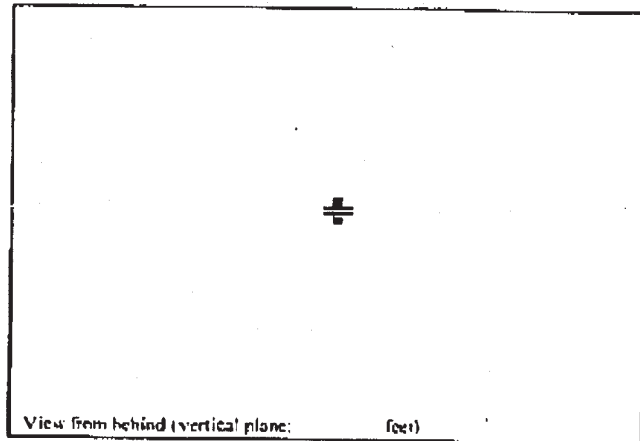
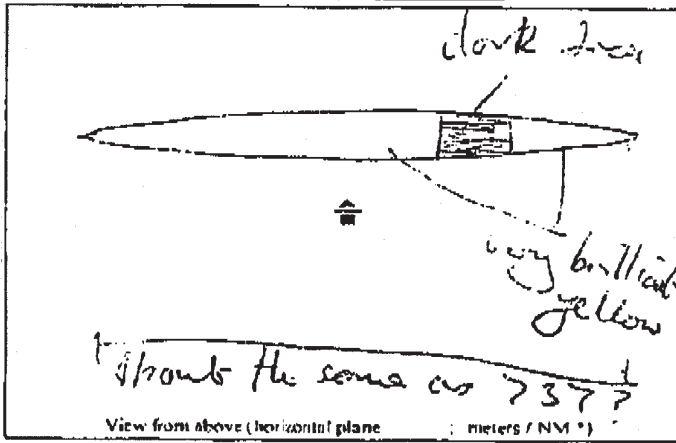
AURIGNY AIR SERVICES

AIR SAFETY REPORT

AIRPROX / ATC INCIDENT / TCAS RA / WAKE VORTEX / GPWS / BIRD STRIKE *

28 AIRPROX / ATC INCIDENT * and / or TCAS RA

Mark passage of other aircraft relative to you, in plan on the left and elevation on the right, assuming YOU are in the centre of each diagram. Indicate approx. scale.



SEVERITY OF RISK _____ LOW / MEDIUM / HIGH

AVOIDING ACTION TAKEN _____ YES / NO

REPORTED TO ATC _____ UNIT

ATC INSTRUCTIONS ISSUED _____

YOUR CALLSIGN _____

FREQUENCY IN USE _____

HEADING _____ DEG

CLEARED ALTITUDE _____ FT

MINIMUM VERTICAL SEPARATION _____ FT

MINIMUM HORIZONTAL SEPARATION _____ M / NM *

TCAS ALERT _____ RA / TA / NONE

TYPE OF RA _____

RA FOLLOWED _____ YES / NO (vertical deviation..... ft)

WAS TCAS ALERT* _____ Necessary / Useful / Nuisance

(DESCRIBE ON PAGE 1 OTHER AIRCRAFT TYPE / MARKINGS / COLOUR / LIGHTING / CALLSIGN)

29 WAKE VORTEX

HEADING _____ DEG TURNING LEFT / RIGHT / NO

POSITION ON GLIDE SLOPE _____ HIGH / LOW / ON

POSITION ON EXTENDED CL. _____ LEFT / RIGHT / ON

CHANGE IN ATTITUDE (DEG) PITCH _____ ROLL _____ YAW _____

CHANGE IN ALTITUDE (FEET) _____

WAS THERE BUFFET? _____ YES / NO STICK SHACK? _____ YES / NO

WHAT MADE YOU SUSPECT WAKE TURBULENCE?

DESCRIBE ANY VERTICAL ACCELERATION

GIVE DETAILS OF PRECEDING AIRCRAFT TYPE (TYPE / COLOUR)

WERE YOU AWARE OF THE OTHER AIRCRAFT BEFORE INCIDENT?

30 BIRD STRIKE

TYPES OF BIRDS

NO. SEEN 1 2-10 11-100 MORE

NO. STRUCK 1 2-10 11-100 MORE

TIME DAWN DAY DUSK NIGHT

31 GPWS

RATE OF DESCENT _____ FT/SEC

WAS WARNING CONSIDERED TO BE: _____ FALSE / NUISANCE / GENUINE

NUMBER OF WARNING CYCLES _____

WARNING MODE _____ ASSESSED / DISPLAYED

ACTION TAKEN: _____

Give, under 26, additional information which is considered relevant e.g. possible effects if Mode 5

32 MOR

If you consider this event to be a Mandatory Occurrence under CAP 382 please tick here and it will be forwarded to the Safety Investigations & Data Department of the CAA

Signature _____

Print name _____

NOW FAX THIS ASR TO AURIGNY OPERATIONS ON _____

going to SATLO. 24/04/07

Capt [REDACTED]
BlueIslands

[REDACTED]
Jersey Airport
ATC

24.04.2007

Subject: Unidentified Flying Object NNW of Alderney
23.04.2007

[REDACTED] 40

BCI 832, Jetstream 32, was inbound to Jersey from the Isle of Man approx. 1415Z. in the descent through ~3,500' Altitude, position five NM north-west of Sark when the pilot of an Aurigny Trislander called his position north of Alderney and asked ATC whether there was known traffic in his vicinity as he could see something in his 12 o'clock position. ATC replied that there was a primary return but that this was unknown traffic.

The pilot described the object as cigar shaped and having a yellow colour. Passengers on his flight were apparently also able to see the object. The pilot asked if any other aircraft in the vicinity could see the object.

I was in the left seat looking backwards towards Alderney and was able to see something fitting the description viz. yellow/beige in colour, in my eight o'clock position, slightly to the north-west of Alderney at what I estimated to be 2,000' below. Visibility was fairly poor due to haze. I estimate being able to see the object for about one minute. There were several interruptions due to flight-deck duties and when I looked again I had lost visual contact.

Hope this helps.

[REDACTED]

[REDACTED]
From: [REDACTED] Wg Cdr

Sent: 30 April 2007 17:04

To: [REDACTED]

Cc: BOU-AFC-DACCS SO2; [REDACTED]

Subject: UFO report 23 Apr 07 -

Importance: High

[REDACTED] 0

Once again apologies for the delay in responding.

The position reported is outside of the UK radar coverage and in fact inside French airspace for air defence. We had no reports from the French that the object was seen or detected on radar. We believe the ATC radar at Jersey is secondary only and therefore unable to achieve a primary radar contact (if the object was capable of producing one). The contact was reported as stationary again making radar detection unlikely and no further reports indicated that the object had a heading towards the UK. Therefore, we conclude that there was no threat to the UK from this observation and will not be taking the investigation further.

Hope that is sufficient for lines for the possible press interest.

[REDACTED] 40