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 'PLANFORM' SECTION.
   LATER UPDATED (WHEN CLOSER) AS VERY BRIGHT ORANGE/YELLOW OBJECT WITH
   GAP IN LIGHT OR 'SHADOW 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 7-8KMS.

C. POSITION OF OBSERVER
   APPROX 5-10 NM NORTH OF ORTAC ON R41 FL40.
   OBSERVER WAS PILOTING A TRISLANDER SOUTHBOUND ON ROUTE TO
   ALDERNEY FROM SOUTHAMPTON.
   LATER SEEN BY PILOT OF A JETSTREAM 41 (BC1 832) FROM A
   POSITION NE OF SMVX 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 AUR 544)
   NOTHING SEEN ON RADAR, WITH EXCEPTION OF AN OBJECT POSSIBLY
   RELATED TO ONE OBJECT. (STATIONARY OBJECTS ARE FILTERED FROM DISPLAY)

E. DIRECTION IN WHICH OBJECT FIRST SEEN
   FIRST OBJECT SEEN 'IN 120' CLock' POSITION AT A POINT NW of
   ALDERNEY. (AS SEEN FROM POSITION NTH OF ORTAC - AS IN PART C)
   LATER UPDATED AS IN THE VICINITY OF BURHOM 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 (BC1 232) 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. **ORIGIN 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 (BC1 832) AT SIMILAR LEVELS.

G. **DISTANCE OF OBJECT FROM OBSERVER**

IN THE RANGE OF APPROX 25nm (AS FIRST SIGHTED) DOWN TO ESTIMATED 7-8nm.
ESTIMATED 10nm FROM SECOND PILOT (BC1 832)

H. **MOVEMENTS OF OBJECT**

OBJECTS APPEARED STATIONARY.

J. **MET CONDITIONS**

EGSA 1350Z MET 08.
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 (C11), LACCC (MIL)
TELEPHONE NUMBER GIVEN AT M.O.D. (WHITEHALL) 0207 218 2140
MESSAGE LEFT ON ANSWERPHONE.
M. NAME AND ADDRESS OF INFORMANT

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

BLUE ISLANDS PILOT - FIRST OFFICER CAPTAIN [REDACTED]
MOB: [REDACTED]

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

V. ANY BACKGROUND INFO.
NONE

W. OTHER WITNESSES
BLUE ISLANDS PILOT (B31 832), SEE ABOVE.

X. DATE AND TIME OF RECEIPT OF REPORT
TUESDAYS AS STATED ABOVE.

COPY OF PILOTS FLIGHT LOG WITH DESCRIPTION AND DRAWING OF OBJECT RECEIVED BY FAX FROM ARUGNY OPS IN ALDERNEY AT APPROX 1600Z.
23rd April 2007

VIEWED FROM NORTH (AIR544)

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

POSSIBLY UP TO 737 SIZE

NEAR AIR544

1409 OBJECT IN 12 O'CLOCK

2000' → 1500'
ONG 10 MILES, ONG 5 MILES

1418 OBJECTS LOST IN HAZE IN DECENT

1414

X

APPROX 10 MILES VICINITY OF MD

SECOND VICINITY OF CASQUET (IDENTICAL) X

EGJA MET

1350Z

200/06
ISO V 240
CAVOK

14/11
1021

* THESE DETAILS AND DRAWING WERE BY MYSELF FROM DETAILS GIVEN BY PILOT AND OBTAINED FROM TECHNICIAN INFO BY FAX

ALWAYS APPEARED STATIONARY
Captain: [redacted]  
Reg: G-XTOO  
Flight No: 543  
Off Blocks: 1226  
Take Off: 1230  
Land: 1318  
On Blocks: 1320  
Total Block: 0.54  
Total Flying: 0.48

Date: 23.4.07

Notes:
- Unidentified object seen, bright yellow, thin, stationary, size 5737.
- 2nd object same shape seen behind first at some distance.
- Identity unknown.

Aurigny Air Services Limited

Attn: [redacted]  
please:

NB. After talking to [redacted], 1st seen 1400, 2nd seen 1410. About 10 mins. No flight  
ORTAC @ 12-2500.

Drawing is side view of estimated 78 mins

Clearance:  
R41 or 800
W 1242

Captains Signature: [redacted]
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 the cockpit. However, the light continued so I looked at it through binoculars (7x10). I saw a shape as if the object was a 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 ground contact in the area.

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

DELETE AS APPLICABLE
AIR SAFETY REPORT

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

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.

View from above (horizontal plane: meters / NM * )

- Yellow bullet
- Shows the same as 237°

View from behind (vertical plane: fort)

<table>
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<tr>
<th>SEVERITY OF RISK</th>
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<tr>
<td>AVOIDING ACTION TAKEN</td>
<td>YES / NO</td>
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<tr>
<td>REPORTED TO ATC</td>
<td>UNIT</td>
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<tr>
<td>ATC INSTRUCTIONS ISSUED</td>
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<tr>
<td>YOUR CALLSIGN</td>
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<td>FREQUENCY IN USE</td>
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<td>CLEARED ALTITUDE</td>
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<th>MINIMUM VERTICAL SEPARATION</th>
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<tr>
<td>MINIMUM HORIZONTAL SEPARATION</td>
<td>M / NM *</td>
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<tr>
<td>TCAS ALERT</td>
<td>RA / TA / NONE</td>
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<tr>
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<tr>
<td>RA FOLLOWED</td>
<td>YES / NO</td>
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<tr>
<td>WAS TCAS ALERT*</td>
<td></td>
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(DESCRIBE ON PAGE 1 OTHER AIRCRAFT TYPE / MARKINGS / COLOUR / LIGHTING / CALLSIGN)

- Sky blue bullet
- Shows the same as 32°

29 WAKE VORTEX

- Heading 32°
- Turning left / right / no
- Position on glide slope: high / low / on
- Position on extended / off: left / right / on
- Change in altitude (deg): pitch / roll / yaw
- Change in altitude (ft):..............
- Was there buffeting? yes / no
- Stick shaker? yes / no
- What made you suspect wake turbulence?
- Describe any vertical acceleration:
- Give details of preceding aircraft type / callSIGN:

30 BIRD STRIKE

- Types of birds:
  - No. of birds: 1
  - No. of stricken: 1
  - Time: dawn / day / dusk / night

31 GPWS

- Rate of descent: turn
- Was warning considered genuine?: false / nuisance / genuine
- Number of warning cycles: 0
- Warning mode: assessed / displayed

Give, under 36, additional information which is considered relevant e.g. possible error in 1600 feet in mode 3 if Mode 5.

Signature

Print name

NOW FAX THIS ASR TO AURIGNY OPERATIONS ON
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.
From:  Wg Cdr
Sent:  30 April 2007 17:04
To:  
Cc:  BOU-AFC-DACCS SO2; 
Subject:  UFO report 23 Apr 07 -
Importance:  High

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.