

CLASSIFICATION: UNCLASSIFIED
CLASSIFICATION: NON CLASSIFÉ

21 AEROSPACE CONTROL AND WARNING SQUADRON
21° ESCADRON DE CONTRÔLE ET D'ALERTE (AÉROSPATIALE)



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SUBJECT/SUJET: CIRVIS Report

DATE/DATEE: 24 Dec 2018

PAGES (INCLUDE COVER PAGE)/PAGES (INCLUT LA PAGE DE
COUVERTURE): 4

TO/A: Transport Canada (AAROC) Aviation Operations Centre

TELEPHONE/TÉLÉPHONE : _____ FAX/FAX : 1-813-993-7788

FROM/DE: Maj TA. Watter, A-Flt, 21 Sqn, Canadian Air Defence Sector.

REMARKS/REMARQUES: No threat CIRVIS Report.

Please Acknowledge receipt via email. at: todd.watter@forces.gc.ca

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COMMUNICATIONS INSTRUCTIONS REPORTING VITAL INTEL (CIRVIS)		MCC JA 08
1	CIRVIS report identification. 2152 AFH 24 Dec 2018	
2	Identification of object(s) sighted:	
A	For identifiable objects, include number and identification of aircraft, vessel , missile, or individuals seen.	
B	For unidentifiable objects, give a description including shape, size, number, formation, and any discernible features or details. ALights in the sky.	
C	Include any observed identification (i.e., insignia, lettering, flags, etc.). N/A	
3	The position of the object. Include the date and time (GMT) of the sighting. This can be indicated by any of the following methods:	
A	Latitude and longitude. 43:00 N. 066:18 W	
B	Over the radio fix.	
C	True bearing and distance from a radio fix.	
D	Over a well-known or well-defined geographic point.	
4	Description of the course of the object. (122° Magnetic) Reported Hovering.	
A	Altitude. 12,800'	
B	Direction of travel. South East.	
C	Speed. 77 knots	
D	Description of flight path and maneuvers.	
E	What first called attention to the object? Visually spotted by Civ & Fisherman.	
F	Angle or elevation with azimuth when first noticed. N/A	
G	How long was the object visible? (0045Z-0130Z) approx 45 mins	
H	Angle or elevation with azimuth upon disappearance. N/A	
I	How did the object disappear? See Att.	
OPR : CADS STDS/EVAL		10 OCT 18
UNCLAS		REF: 5
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COMMUNICATIONS INSTRUCTIONS REPORTING VITAL INTEL
(CIRVIS)

MCC JA 08

5	Manner of observation. <i>Visual, Plus Possible Radar Data.</i>
A	State how observed: <i>ground-visual, ground-electronic, air-visual, air-electronic. (If electronic, specify system).</i> <i>and from a fishing boat.</i>
B	Were optical aids (telescope, binoculars, etc.) used? <i>Unknown.</i>
6	Conditions when sighting the object. <i>Partly Cloudy ~ -2°C.</i>
A	Location of observer. If the sighting is made while airborne, include aircraft type, identification number, altitude, heading, speed, and home station. <i>From Yarmouth NS on land and from a fishing boat in the Bay of Fundy.</i>
B	Light conditions (Use one of the following terms: day, <u>night</u> , dawn, dusk).
C	Weather conditions (ceiling, visibility, clouds, thunderstorms, temperature, winds, etc.) <i>WxNetwork.com: ~3000 24 km Partly Cloudy. -2°C 6 km/h N. (Gust: 9 km)</i>
7	Interception or identification action taken. <i>Radar Data Replay.</i>
8	Location, approximate altitude, and general direction of flight of any air traffic or balloon releases in the area that could possibly account for the sighting. <i>Unknown.</i>
9	Preliminary analysis of the possible cause of the sightings.
10	Existence of physical evidence, such as materials and photographs. <i>None.</i>
11	Name, organization, and means of contacting the reporting individual. <i>JR CC Halifax</i>

OPR : CADS STDS/EVAL

10 OCT 18

UNCLAS

REF: 5

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Additional Info for CIRVIS Report 24 Dec 2018.

This report was called in to The Canadian Air Defence Sector (CADS) Surveillance Section from Joint Rescue Coordination Centre (JRCC) Halifax at approx. 0230z 24 Dec 2018.

Lights were reported in the sky at approx. 43:00N by 66:18W by both a woman from her home on shore near Yarmouth, NS, and a fisherman on a boat off shore from Yarmouth, exact location of the boat is unknown.

CADS did a Playback of Radar data from the reported area above and observed three primary radar hits with the following information recorded for these three data points:

Time	Lat;Long	Altitude	Dist from last point
0100:38z	43:48:50.13N 066:19:14.91W	12,800 Ft	
0100:50z	43:48:50.13N 066:18:54.26W	12,800 Ft	502 yards
0101:14z	43:48:45.91N 066:18:33.65W	12,800 Ft	514 yards

The heading was measured at 122 Degrees Magnetic and a speed calculation of 77 knots based on the distance between the first two data points. Based on the time difference between the second and third points this speed would be halved to 38 knots.

Few specifics given about the light, it was yellow, steady and hovering is all that was passed.

ATC was contacted and they had no reports of observations from aircraft in that area.

This is an area that has good low level radar coverage, so there is no explanation of why there were only three points all at exactly 12,800 Ft with no points leading up to or continuing on at any other altitudes. Suspect that these may have been independent radar hits on weather and not an actual airborne object.



ASIS

Transportation Safety Board of Canada
Daily Notification Log
MODE: AIR
HO Review Date: 2016/11/21

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This information is preliminary and subject to change. The information given for some occurrence may not have been verified by the TSB. Therefore, caution should be used when using this information.

----- Occurrence 3 -----

Occurrence No.: A16O0158	Occurrence Type: INCIDENT REPORTABLE	
Class: CLASS 5	Reportable Type: RISK OF COLLISION (x)	
Date: 2016-11-14	Time: 07:20:00 EST	
Region of Responsibility: ONTARIO		
Location: 29.00 Nautical miles E From CYTZ - Billy Bishop Toronto City Airport - Toronto		
Country: CANADA	Province: ONTARIO	
Ground Injuries:	Fatal: 0	Minor: 0
	Serious: 0	Unknown: 0

----- Aircraft 1 -----

Registration: C-GLQL	Operator: PORTER AIRLINES INC.	
Manufacturer: DE HAVILLAND	Operator Type: COMMERCIAL	
Model: DHC-8-400	CARS Sub Part: 705 - AIRLINER	
Injuries:	Fatal: 0	Minor: 2
	Serious: 0	None: 56
		Unknown: 0

Occurrence Summary:

C-GLQL, a de Havilland DHC-8-402 aircraft operated by Porter Airlines, was conducting flight POE204 from Ottawa/MacDonald-Cartier Intl, ON (CYOW) to Toronto/Billy Bishop Toronto City, ON (CYTZ). While passing through 8300 feet approximately 29 nautical miles East on the initial approach to CYTZ, the flight crew noticed an object directly ahead on their flight path. The object appeared to be solid, approximately 5 to 8 feet in diameter and shaped like an upright doughnut or inner tube. There appeared to be no relative movement and the object was rapidly getting closer to the aircraft. The captain overrode the autopilot in order to quickly descend the aircraft under the object. The object passed slightly to the right and above the aircraft. There was no impact. Both cabin crew members were in the process of securing the cabin for arrival and were not seated. They received minor injuries when they were thrown into the cabin structure. The aircraft subsequently landed at CYTZ without further incident. There were no reported passenger injuries or damage to the aircraft.

CADORS: AOR Email

 From: ncsis[SMTP:NCSIS@NAVCANADA.CA]
 Sent: Monday, April 30, 2018 12:16:03 PM
 To: *NC-SIS - Air Ops External; *NC-SIS - Edmonton TOC;
 *NC-SIS - Edmonton TSB Regional - External
 Subject: AOR_Ref_No_AOR-231633-V1
 Auto forwarded by a Rule

Aviation Occurrence Details Report / Rapport détaillé sur l'événement d'aviation

AOR details / Sommaire des détails

AO. Ref. No. / No de réf. EA:

AOR-231633-V1

Occurrence date and time / Date et heure de l'événement:
 2018-04-30 06:55 (z)

Reported date and time / Date et heure de signalement:
 2018-04-30 06:55 (z)

Reporting unit / Unité responsable du rapport:
 EDMONTON CENTRE / ACC D'EDMONTON

Event Classification / Classification de l'événement:
 Incident or other reportable occurrence / Incident ou autre événement à signaler

Location of occurrence / Lieu de l'incident:

Location description / Description du lieu:
 6228N / 11910W

Summary description / Description sommaire:
 CKS2657 KJFK ... MMRBA NCA17 ORT ... PANC FL340-360. Pilot saw an object flying sporadically, estimated at FL600-FL800 and moving at Mach 4

There were no aircraft involved. / Aucun aéronef n'était en cause.

There were no vehicles involved. / Aucun véhicule n'était en cause.

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Date Modified: 2020-07-15



Home Page > CADORS > AOR List > Email

CADORS: AOR Email

From: ncsis
 Sent: January 14, 2019 11:28:02 AM (UTC-05:00) Eastern Time (US & Canada)
 To: *NC-SIS - Air Ops External; *NC-SIS - Winnipeg TOC; *NC-SIS - Winnipeg TSB Regional - External
 Subject: AOR_Ref_No_AOR-243867-V1

Aviation Occurrence Details Report / Rapport détaillé sur l'événement d'aviation

AOR details / Sommaire des détails

AO. Ref. No. / No de réf. EA:

AOR-243867-V1

Occurrence date and time / Date et heure de l'événement:
 2019-01-06 11:30 (z)

Reported date and time / Date et heure de signalement:
 2019-01-06 11:30 (z)

Reporting unit / Unité responsable du rapport:
 THOMPSON FSS / FSS DE THOMPSON

Event Classification / Classification de l'événement:
 Incident or other reportable occurrence / Incident ou autre événement à signaler

Location of occurrence / Lieu de l'incident:
 CYTH - THOMPSON

Location description / Description du lieu:

Summary description / Description sommaire:
 VN02 reported an inexplicable bright light followed them from CZSN to CYTH at the same altitude and speed. No aircraft reported in their vicinity.

Number of aircraft / Nombre d'aéronefs: 1

--- Aircraft number / Aéronef no.: 1 ---

Aircraft type / Type d'aéronef:
 BE20

Callsign Registration / Indicatif d'appel Registration:
 VN02 / CFFAP

Rule / Règles de vol:
 VFR

Carrier / Transporteur:
 VN

Origin / Origine:
 CZSN

Destination / Destination:
 CYTH

Souls / Personnes
 On board / À bord:

Injured / Blessées:

Deceased / Décédées:

There were no vehicles involved. / Aucun véhicule n'était en cause.



Home Page > CADORS > AOR List > Email

CADORS: AOR Email

From: ncsis
 Sent: May 9, 2021 12:57:25 PM (UTC-05:00) Eastern Time (US & Canada)
 To: *NC-SIS - Air Ops External; *NC-SIS - Edmonton TOC; *NC-SIS - Edmonton TSB Regional - External
 Subject: AOR_Ref_No_AOR-273454-V1

Aviation Occurrence Details Report / Rapport détaillé sur l'événement d'aviation

AOR details / Sommaire des détails

AO. Ref. No. / No de réf. EA:

AOR-273454-V1

Occurrence date and time / Date et heure de l'événement:
 2021-05-09 10:00 (z)

Reported date and time / Date et heure de signalement:
 2021-05-09 10:00 (z)

Reporting unit / Unité responsable du rapport:
 EDMONTON CENTRE / ACC D'EDMONTON

Event Classification / Classification de l'événement:
 Incident or other reportable occurrence / Incident ou autre événement à signaler

Location of occurrence / Lieu de l'incident:

Location description / Description du lieu:
 5320N / 10200W

Summary description / Description sommaire:
 DAL1637 was cruising at F390 when the pilot inquired as to the identity of the traffic well above him and moving right to left. Controller advised that there was no known traffic in the area. The pilot replied that he couldn't figure out what it was either. No impact to operations.

Number of aircraft / Nombre d'aéronefs: 1

--- Aircraft number / Aéronef no.: 1 ---
 Aircraft type / Type d'aéronef:
 B739

Callsign Registration / Indicatif d'appel Registration:
 DAL1637 / N845DH

Rule / Règles de vol:
 IFR

Carrier / Transporteur:
 DAL

Origin / Origine:
 PAFA

Destination / Destination:
 KMSP

Souls / Personnes
 On board / À bord:

Injured / Blessées:

Deceased / Décédées:

There were no vehicles involved. / Aucun véhicule n'était en cause.

CADORS: AOR Email

From: ncsis
 Sent: July 31, 2021 2:08:20 PM (UTC-05:00) Eastern Time (US & Canada)
 To: *NC-SIS - Air Ops External; *NC-SIS - Gander TOC; *NC-SIS - Dartmouth TSB Regional - External
 Subject: AOR_Ref_No_AOR-276094-V1

Aviation Occurrence Details Report / Rapport détaillé sur l'événement d'aviation

AOR details / Sommaire des détails

AO. Ref. No. / No de réf. EA:

AOR-276094-V1

Occurrence date and time / Date et heure de l'événement:
 2021-07-30 08:00 (z)

Reported date and time / Date et heure de signalement:
 2021-07-30 08:00 (z)

Reporting unit / Unité responsable du rapport:
 GANDER CENTRE / ACC DE GANDER

Event Classification / Classification de l'événement:
 Incident or other reportable occurrence / Incident ou autre événement à signaler

Location of occurrence / Lieu de l'incident:

Location description / Description du lieu:
 4900N / 06100W

Summary description / Description sommaire:
 At time 0155Z, CFC4003 and KLM618 reported seeing a bright green flying object. It flew into a cloud then disappeared. No impact to operations

There were no aircraft involved. / Aucun aéronef n'était en cause.

There were no vehicles involved. / Aucun véhicule n'était en cause.

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Date Modified: 2020-07-15



WING OPERATIONS CENTRE INSTRUCTION'S (WOCIS)		Classification UNCLASSIFIED	
Title U.F.O. REPORTS		WOCI: 4-7	
<p>1. GENERAL : Reports of UFOs will normally be received by the Wing Operator and passed through to the Wing Operations Centre (WOC).</p> <p>2. PROCEDURES : If and when a UFO report is called in, the WOC will get the following info from the caller :</p> <p>a. Name of caller and other persons that observed the sighting <u>Anonymous caller and House OWNER NEAR SIGHT ALSO SAW IT</u></p> <p>b. Conditions of the sky at time of sighting <u>SKY CLEAR</u></p> <p>c. Date and time of sighting <u>01 JAN 2011 AROUND 2100 LOCAL</u></p> <p>d. Location of sighting <u>JUST PASS ST-HENRY-DE-TAILLON AT FIRST AND THEN SAW IT AGAIN 8KM PASS PERIBONKA.</u></p> <p>e. Description of sighting (colour, shape, size, etc...) <u>2 WHITE LIGHTS MOVING AROUND WITH MANY RED STEADY LIGHT. ABOUT SAME HEIGHT AS PHONE ANTENNA.</u></p> <p>f. Duration of the sighting <u>FIRST TIME AROUND 10 MINUTES THEN SECOND TIME MORE THAN 30 MINUTE</u></p> <p>g. Other pertinent information <u>SURETÉ DU QG (POLICE) WERE CALLED BY THE ANONYMOUS PERSON.</u></p> <p>3. <u>The information received will then be faxed to Transport Canada (TC) through Ottawa (613) 993-7768 and to Mr. Rutkowski through Winnipeg (204) 474-7631.</u></p>			
Classification: UNCLASSIFIED	Reference: FSS Manual of Directive Chap 1752, msg DTG 022000z Feb-00	OPI: Wing Operations Centre (WOC)	Last updated 14 Sep 2005
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