

Air Traffic Mandatory Occurrence Report

ZDC-M-2022/04/21-0001 - DRAFT

| | | | | | | | | | | | | | | | | | |
|--|---|----------------------|---------------------------------|---|---|---------------------------------|---|--|--------------------|-------------|---|---|-----------------------------------|---|---|----------------|--|
| 1. Reporting FAC ID | | | 2. Date UTC (dd/mm/yyyy) | | | | | | 3. Time UTC | | | | 4. Significant Occurrence? | | | | |
| Z | D | C | 2 | 2 | 0 | 4 | 2 | 0 | 2 | 2 | 0 | 1 | 5 | 2 | <input checked="" type="radio"/> Yes <input type="radio"/> No | | |
| 5. MOR reported by (select one): | | | | | | | | | | | | 6. Did equipment outage potentially contribute to this event? | | | | | |
| <input type="radio"/> Controller providing services <input type="radio"/> FLM <input type="radio"/> Internal Facility Review | | | | | | | | | | | | <input type="radio"/> Unknown <input checked="" type="radio"/> Yes <input type="radio"/> No | | | | | |
| <input type="radio"/> CIC <input type="radio"/> Aircraft Owner/Operator <input type="radio"/> Electronically Detected | | | | | | | | | | | | | | | | | |
| <input type="radio"/> External Facility Referral <input type="radio"/> Hotline (Describe in summary) <input type="radio"/> Other (Describe in summary) | | | | | | | | | | | | | | | | | |
| Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown | | | | | | | | | | | | Nearest Airport: <u>LWB</u> | | | | Alert #: _____ | |
| Emergency MORs | | | | | | | | | | | | | | | | | |
| H1. MOR type - in-flight emergency conditions involving (select one): | | | | | | | | | | | | | | | | | |
| <input type="radio"/> Medical emergency <input type="radio"/> Inflight equipment malfunction <input type="radio"/> Pilot Disorientation <input type="radio"/> VFR in/on top IFR conditions | | | | | | | | | | | | | | | | | |
| <input type="radio"/> Fuel quantity <input type="radio"/> Bird strike <input checked="" type="radio"/> Other (describe in summary) | | | | | | | | | | | | | | | | | |
| H1a. Aircraft information: | | | | | | | | | | | | | | | | | |
| Aircraft ID | | Aircraft type/suffix | | IFR/VFR: | | Facility communicating with A/C | | Position communicating with A/C | | Frequency | | | | | | | |
| LXJ359 | | E55 | | <input type="radio"/> IFR <input checked="" type="radio"/> VFR | | ZDC | | BRYCE - R | | 118.02 | | | | | | | |
| H1b. Malfunctioning equipment component: | | | | H1c. Passenger or crew condition: | | | | H1d. Medical assistance aboard: | | | | | | | | | |
| | | | | | | | | <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown | | | | | | | | | |
| Only complete for mechanical MORs | | | | Only complete for medical MORs | | | | | | | | | | | | | |
| H2. MOR type - in-flight security conditions involving (select one): | | | | | | | | | | | | | | | | | |
| <input type="radio"/> Laser light illumination <input type="radio"/> Hijack <input type="radio"/> Bomb threat | | | | | | | | | | | | | | | | | |
| H2b. Nearest major city: | | | | H2c. Altitude: | | | | H2d. Route information: | | | | | | | | | |
| Only complete for laser light illuminations | | | | | | | | Departed | | Destination | | Diverted to | | | | | |
| H2e. Location (lat/long or fix/radial distance): | | | | H2f. Time DEN notified (UTC): | | | | KBOS | | KHSV | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| METAR Observation | | | | | | | | | | | | | | | | | |
| KLWB 220150Z AUTO 0000KT 10SM SCT048 BKN060 BKN070 15/09 A3039 RMK AO2 T01480093 | | | | | | | | | | | | | | | | | |
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Summary

J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

LXJ359, while traveling at FL450 3 miles SW of ESL, reported a UFO at FL550. The report was an extremely bright light that then turned into a string/line of lights. While passing underneath of the UFO the lights turned off but he could still see something there. Also, while underneath the aircraft had a double Attitude Reference System failure and double autopilot failure. During this time numerous other a/c reported seeing this UFO. Other callsigns - SWA368 SWA1393 UAL46. Also, numerous pilots started discussing it on guard.

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

The Black Vault



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document clearinghouse in the world. The research efforts here are
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Mission Support Services
800 Independence Avenue, SW
Washington, DC 20591

5/9/2022

Mr. John Greenwald, Jr.
27305 West Live Oak Road
Suite #1203
Castaic, California 91384

RE: Freedom of Information Act (FOIA) Request 2022-06785
Partial No Records Disclosure
Classification Determination: Ryan W. Almasy, Director, Eastern Service Center

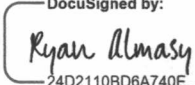
Dear Mr. Greenwald:

The Federal Aviation Administration (FAA) received your FOIA request dated April 25, 2022, to obtain records electronically or otherwise about April 22, 2022, Unidentified Flying Object sighting. A search was conducted at the Boston and Washington Air Route Traffic Control Centers (ZBW and ZDC). Enclosed are records from (ZDC) responsive to your request.

ZBW has no records responsive to this request.

There were no fees incurred in processing your request. Please be sure to include your FOIA request number in any future communications.

Sincerely,

DocuSigned by:

24D2110BD6A740E...
for
Michele Merkle
Vice President (A), Mission Support Services
Air Traffic Organization

Enclosure(s)