

controller training.

This practice just needs to be extended to all flight crew training schools, regardless of the specialty being taught. For the generations already on the job, these conferences can easily be offered at the Control and Detection Centers and flight units for military personnel, and, at least for civilian [air traffic] controllers, at the Regional Air Navigation Centers (CRNA). As for commercial flight crews, the airline companies - Air France, in particular - have set up a systematic information sheet for crews that is periodically updated.

This information must furthermore be updated on a regular basis in the knowledge that the intended objective is to permit a future witness, whether he plays an active role or is merely an observer, to be fully aware of what course of action to take in the face of the phenomenon sighted. If we want personnel to get involved, it is necessary that they know how to react in real time and what to communicate and to whom, how to take the measures corresponding to the present situation, etc. For this reason, it is advisable to define with them what their reflex responses should be and what course of action they should take.

11.3.2 Reflex Responses

Indeed, it is necessary to instill in personnel who may face the phenomenon what their reflex responses should be, in the knowledge that they may merely be simple observers or, in some cases, have to take concrete measures (for example, at San Carlos de Bariloche, the surprise of the landing strip lights going out in the middle of the UFO incident). It is quite certain that it would be better to be prepared in order to be fully aware of what course of action to take in the face of such an unforeseen and poorly understood event. These reflex responses differ in type depending on whether it is a matter of sighting, recording a testimony, transmitting information collected, or reacting in real time in order to take *ad hoc* measures in response to the phenomenon.

11.3.3 Course of Action to Take

The course of action to take seems to us to be summarized as follows: observe, note the maximum amount of details, take photographs if possible, report, allowing the visitors the initiative of possibly making contact, and avoid premature publicity in the media.

11.3.3.1 Objective Observation

In the face of an unknown situation, one must be on guard against any instinctive self-defense reaction that could be easily interpreted as a provocation. One must just observe and avoid any initiative aimed at seeking contact.

11.3.3.2 Reporting

Once a phenomenon has been sighted, it is advisable to report it in order to alert the other crews, on the one hand, which is what is currently done, and the authorities, on the other hand, through the air [traffic] control chain of command in civilian cases and the air defense chain of command in military cases.

11.3.3.3 Remaining Discrete Vis-à-Vis the Public

As a witness to a phenomenon of this type, one must know how to adopt a certain level