

The UAP land in the European Parliament

Julio Plaza del Olmo

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**UNIDENTIFIED
ANOMALOUS
PHENOMENA**

EU AIRSPACE:
REPORTING AND SCIENTIFIC ASSESSMENT

20 MARCH 4-6
pm.

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Member of the European Parliament

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EuroUfo.net / UAP Check

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of Americans for Safe Aerospace

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Nordic Institute for Theoretical Physics
Stockholm University / SOL Foundation

EXPERT TESTIMONIES
CHRISTIAAN VAN HEIJST
Civil Aviation Pilot

**FRANCISCO
GUERREIRO.EU**

On March 20th, a meeting was held in Brussels related to what is currently known as Unidentified Anomalous Phenomenon (UAP).

The event was hosted by MEP Francisco Guerreiro (Portugal, Greens/European Free Alliance) [1]. He has recently submitted to the European Parliament a motion for a resolution about “*Updating the EU regulation on the reporting, analysis and follow-up of occurrences in civil aviation to include UAP reporting*” [2].

Up to five speakers representing their organizations were invited to share their views regarding the study of UAP in front of a public of about a dozen of people. The small room was adequate to the expected number of assistants and the event lasted for two hours: one for presentations, and one for a Q&A session.



Francisco Guerreiro as the host started with some opening remarks to explain the goals of the meeting:

- Start a debate in the European Parliament about UAP.
- Reduce the stigma associated with the topic in important sectors of society, such as civil aviation, the military, journalism, and politics.
- Focus the debate within the scope of the scientific method and collaboration between public institutions, academia, civil society, and all the professionals who wish to come forward with their experiences.
- The study must be done with transparency and data sharing to not lose credibility among the citizens.

Hence, his goal as a member of the European Parliament is to create an armonized system for the surveillance, data gathering and analysis of UAP. For the sake of transparency, he has submitted up to three written questions to the European Comission [3, 4, 5], which only one has been replied [6].

Andre Jol spoke on behalf of the organization *UAP Coalition Netherlands* [7]. It is a Non Gubernamental Organization stablished in 2023, that represents the interests of “all professionals within aviation, armed forces and police who have experience with Unidentified Anomalous Phenomena”.

Jol focuses his presentation on the idea that UAP affect the safety of the airspace. The definition of UAP is anything in the air, sea or land that cannot be identified. Before UAP, the wording used was “UFO”, but nowadays, with more information as well as more sensors available, it is known that these phenomena occur not only in the air, but also in other “domains”. That leads to the change in the acronym.

Jol seems to forget that an important part of the phenomenon has traditionally been the so called *Close Encounters*, and *Humanoids* cases, which already brings the phenomenon from the sky to the ground. Also, as the next speaker will show, there already exists reports about submarine objects, even though the proportion of these *other domains* cases has always been low, or even has diminished in the specific case of close encounters.

He makes a special reference to *trained observers*. They are what have always been called *elite witnesses*, people that due to their profession (mainly civilian or military pilots) are given a higher crediblity to discard possible misinterpretations of their sightings.

Jol stresses the potential risks of UAP:

- Risk for flight safety.
- National security risks and the need for surveillance against potential geopolitic threats.

According to Andre Jol, near-misses have been reported in the past, as well as the apparition of UAP near both civilian and military nuclear facilities. Therefore, it is a very serious topic.

But what we are missing is some quantification, or contextualization of these risks.

After all, we have already had nearly 80 years of UFOs, and we have been flying for even more time. What is more likely: crashing into a UAP, being struck by a lightning, having a puncture during take off? How frequent is the apparition of

UAP at military, nuclear or sensible facilities? Is it more frequent that any other irrelevant places, or are we just suffering of some kind bias?



According to GEIPAN [8], the only official organization dedicated to the study of unidentified phenomena, the majority of cases can be solved, leaving a residue of 3% of unexplained cases. Other organizations have similar values. This residue would represent the interesting cases, which as Jol tells us, are characterized by five observables defined by “experts” (sic):

- Positive Lift: The ability to fly without apparent means of propulsion or lift.
- Instantaneous acceleration: The ability to reach a high rate of speed in a very short amount of time.
- Hypersonic Velocity (without signatures): The ability to travel faster than the speed of sound with no accompanying sonic boom or other physical effects.
- Trans-medium travel: The ability to seamlessly move through space, air, and water.
- Low observability: The ability to conceal from visual and sensor observation.

Actually, this is a list outlined by Luis Elizondo [9], self-proclaimed director of AATIP¹ and one of the main actors pushing for the current interest in UAP. It is only a list created *ad hoc* in support of the famous leaked Pentagon videos.

¹A program not recognized by the Pentagon, successor of AAWSAP that was cancelled due to poor results, as well as the activities carried out not being aligned with the declared goals. que fue cancelado por resultados pobres además de no estar alineados con los objetivos declarados. For further information, refer to [10].

To note that the definitions rely on the **aparent** abilities. That is, features not objectively confirmed, but it is the observer who **subjectively** decides whether the observable is fulfilled. One may ask, how many of those 3% residue cases do objetctively comply with the observables to be called UAP?. How many of the solved cases did subjectively fulfill the criterions before being studied?. The ample casuistic accumulated for decades tells us that often there are cases that comply with some of the observables, and also cases do not comply with any at all, but are still regarded as UFO/UAP. And on the other hand, it is easy to find common objects that do comply with some observables: a ballon can perfectly fit in the definition of “Positive Lift” in the way it is currently worded.

This reference to the five of observables is not innocent at all. After all, the arguments used by MEP Guerreiro and Andre Jol are a replica of those currently being used in the US. Even the wording of the five observables is *copy-pasted* from the original article [9]. The next presentations by Beatriz Villarroel, member of another american association, and by the former US Navy pilot Ryan Graves amplify the american resonances of this *modern ufology* that seems to be landing in Europe.

In front of this renewed *modern ufology*, Edoardo Russo [11] represents the a *classic ufology* in its more serious and rational version. He is the secretary of the Italian Center for Ufological Studies (CISU), coordinator of the *Euroufo.net* collective [12], and member of *UAP Check* [13], organizations that gather most of the rational european investigators. His historical review is useful to understand that there is no need to start all over and reinvent the wheel, as this new interest in UAP is trying to do.

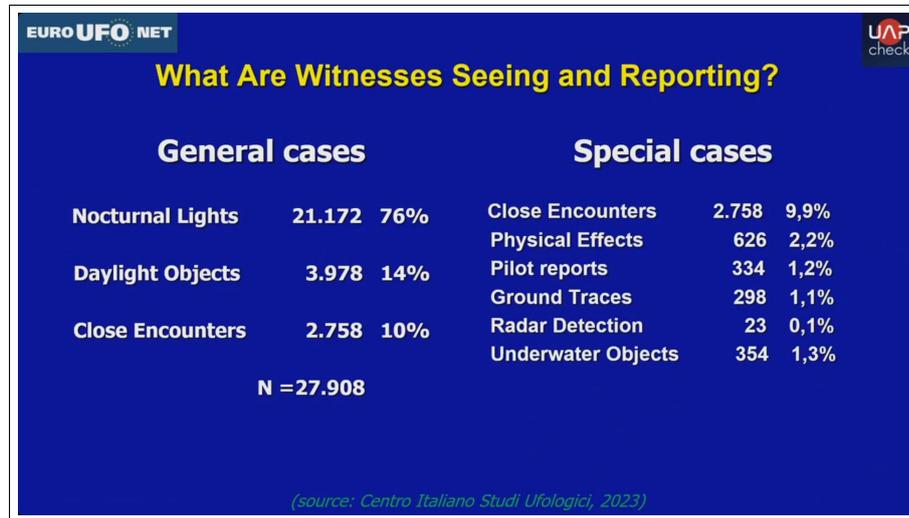
Russo commences by reminding us that UFO/UAP is not an exclusively american phenomenon. Even before the *foundational* cases of ufology in 1947 (Kenneth Arnold, Roswell), Europe already had a flap of *ghost rockets* in Scandinavia during 1946.

From several polls in some of the EU countries, it is estimated tha about 6.5% of the population claims to have witnessed a UFO/UAP. Extrapolation to the EU population, yields around 29 millions of potential witnesses; however, not all of them come forward to report. Only 1% of them report about their experience.

Traditionally, private organizations have been gathering cases, and there about 170.000 reports in all Europe. It is a number higher than the 105.000 cases registered at MUFON, the main database in the US.

Going on with the statistical overview, the majority of cases are simple bright lights at night. And looking into the considered special cases, those with high

strangeness, about 1.2% of them are reported by pilots, are related to radar detection, or underwater objects. This is the kind of context that is missing with today's UAP.



In any case, either before or nowadays, Russo tells us that in the end we find thousands of people that are left perplexed with questions, but there is no officially organization charged with the task to give an answer. They are left in between two extremes: those who say they were drunk, and those who say they saw alien spaceships. The role of finding an answer was taken by private initiatives, unpaid volunteers, who have tried to fill the gap and do the case collection, field investigation, analysis, identification, documentation, archiving,...

In a lesser extent, the armed forces have also gathered and investigated some cases, and a dozen of countries have declassified their files. Only France has maintained on official organization to study these phenomena, founding GEPAN in 1978, base for the current GEIPAN [8].

And neither the parliamentary activity is a novelty. In several countries, questions have been raised to the governments since the start of the phenomenon.

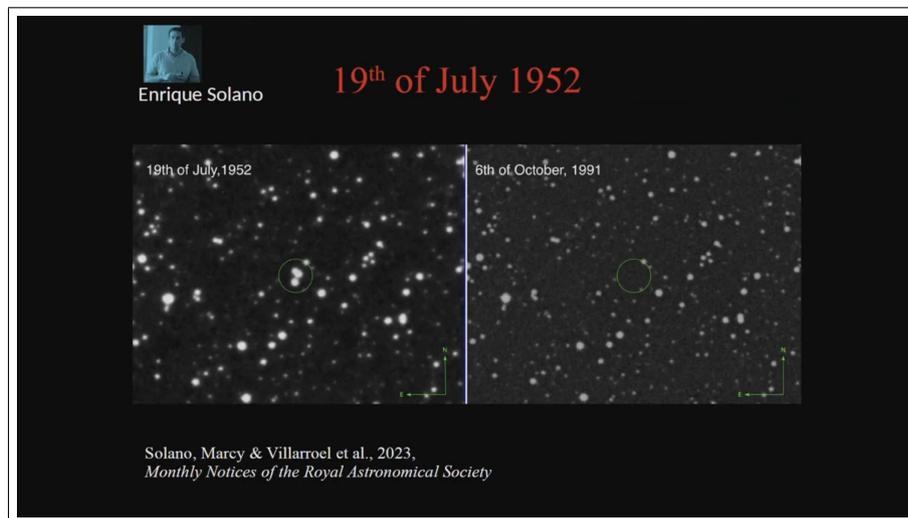
In short, the classic ufology has already walked a path, whilst the renewed interest in the renamed UAP seems to want to start all over again, ignoring all the previous history.

The next speaker is Beatriz Villarroel, astrophysicist from the Nordic Institute for Theoretical Physics (Stockholm University, Sweden) [14]. She is also member of the Sol Foundation [15], an organization based on the US, created in 2023 and

founded among others by Garry Nolan and David Grusch², relevant persons in the current american scene around UAP [16]. The foundation has different advisors such as Jaques Vallée, Avi Loeb, or Villarroel herself.

One of her main lines of investigation is the search for extraterrestrial intelligence. Some of her projects are focused in the search of alien artifacts. Our planet today is surrounded by artificial satellites that can eventually reflect the sunlight and produce a short flash that can be seen from the Earth. Following this idea, images from the pre-sputnik years can be examined and verify if such glints were are also present. This is the rationale behind of Project VASCO [17]. According to Villarroel, those are candidates to be considered as alien probes. During the execution of this project, she has reached conclusions in some cases that have not been published due to the stigma during the process of peer review. However, truth is that in some other cases she has been able to publish works with explicit mentions to extraterrestrial probes [18, 19].

Studying these photographs and vanishing objects is surely an interesting and stimulating project. But the assumption that those glints can be of extraterrestrial origin is a very risky bet, to say de least. It assumes that those probes have come to our planet on purpose. There may be enough scientific evidence to assume there is life outside the Earth, and even that is common in the universe. But to think we are being regularly visited is a giant leap.



Dr. Villarroel also described the project EXOPROBE, which tries to detect those seame flashes in distant places outside the Earth to discard man-made objects.

²David Grusch is named as a co-founder in a presentation video by the organization, but he is not listed in the “people” section of their web.

Once those potential alien probes are located, a recovery mission may be planned, in the same way that other missions are currently recovering dust from comets or collecting samples from asteroids. Both projects rely on finding a needle in a haystack, assuming there actually are alien probes near our planet. A very risky strategy, with no data at all to back the initial premise.

On the other hand, one may ask if these projects can be qualified as “UAP Studies” in any way; Andre Jol listed five observables that basically deal with high speed, high acceleration flying objects in the atmosphere. Dra. Villarroel is in fact looking outside the Earth. It makes no sense to define something like “positive lift”; and the fact to study still images says nothing about accelerations or hypersonic velocities.

All this shows that everyone considers UAP as they see fit. It deepens the problem that there is not a clear and precise definition of the phenomenon under study [20].

The next talks are given by two pilots: Ryan Graves and Christiaan van Heijst [21]. The first one, former military pilot, is already well known, as also are his sightings during exercises. Van Heijst is a commercial pilot with more than 20 years of experience and about 10.000 flying hours.

Since the beginning of his career, he has often witnessed different phenomena in the skies, but never had an interest in UFO or UAP until he heard the stories of Ryan Graves and David Fravor. That is when he started thinking that his sightings could be more special than he initially thought.

Both pilots talk about flight safety, and the need to have a procedure to report their experiences without the suffering stigma usually associated with these sightings.

In this regard, it is worth noting that during the Q&A, the Chief of Political Affairs of the European Union Aviation Safety Agency (EASA), José Luis Penedo, remarked that there already exists an internet portal available to report any kind of incidents [22, 23].

It is a portal aimed not only to pilots, but also traffic controllers, groundhandling staff, airport staff... On the other hand, it seems like the existence of the portal is unknown to the potential users. Without a doubt, the EU must promote this resource without fail.

Even if it is not specifically designed to report UAP incidents, they are not excluded, so it can be used for that purpose at a first stage. The reply from van Heijst was firstly, of surprise as he did not know about the portal; and secondly, he expressed his fear that reports may end up *diluted* among the other kind of reports.

In any case, although modifications may be needed, using a tool already available

Pilots are mandated to report the following occurrences

→ AIR OPERATIONS

1. Use of incorrect data or erroneous entries into equipment used for navigation or performance calculations which has or could have endangered the aircraft, its occupants or any other person.
2. Carriage or attempted carriage of dangerous goods in contravention of applicable legislations including incorrect labeling, packaging and handling of dangerous goods.
3. Incorrect fuel type or contaminated fuel.
4. Missing, incorrect or inadequate De-icing / Anti-icing treatment.
5. Taxiway or runway excursion.
6. Actual or potential taxiway or runway incursion.
7. FATO incursion.
8. Any rejected take-off.
9. Inability to achieve required or expected performance during take-off, go-around or landing.
10. Actual or attempted take-off, approach or landing with incorrect configuration setting.
11. Tail, blade/wingtip or nacelle strike during take-off or landing.
12. Approach continued against air operator stabilised approach criteria.
13. Continuation of an instrument approach below published minimums with inadequate visual references.
14. Precautionary or forced landing.
15. Short and long landing.
16. Hard landing.
17. Loss of control.
18. Aircraft upset, exceeding normal pitch attitude, bank angle or airspeed inappropriate for the conditions.
19. Level bust.
20. Activation of any flight envelope protection, including stall warning, stick shaker, stick pusher and automatic protections.
21. Unintentional deviation from intended or assigned track of the lowest of twice the required navigation performance or 10 nautical miles.
22. Exceedance of aircraft flight manual limitation.
23. Operation with incorrect altimeter setting.
24. Jet blast or rotor and prop wash occurrences which have or could have endangered the aircraft, its occupants or any other person.

→ TECHNICAL OCCURRENCES

25. Misinterpretation of automation mode or of any flight deck information provided to the flight crew which has or could have endangered the aircraft, its occupants or any other person.
26. Unintentional release of cargo or other externally carried equipment.
27. Loss of situational awareness (including environmental, mode and system awareness, spatial disorientation, and time horizon).
28. Any occurrence where the human performance has directly contributed to or could have contributed to an accident or a serious incident.

→ INTERACTION WITH ANS AND ATM

1. Unsafe ATC clearance.
2. Prolonged loss of communication with ATS or ATM Unit.
3. Conflicting instructions from different ATS Units potentially leading to a loss of separation.
4. Misinterpretation of radio-communication which has or could have endangered the aircraft, its occupants or any other person.
5. Intentional deviation from ATC instruction which has or could have endangered the aircraft, its occupants or any other person.

→ EXTERNAL ENVIRONMENT AND METEOROLOGY

1. A collision or a near collision on the ground or in the air, with another aircraft, terrain or obstacle.
2. ACAS RA.
3. Activation of genuine ground collision system such as GPWS, TAWS, warning.
4. Wildlife strike including bird strike.
5. FOD.
6. Unexpected encounter of poor runway surface conditions.
7. Wake-turbulence encounters.
8. Interference with the aircraft by firearms, fireworks, flying kites, laser illumination, high powered lights, lasers, Remotely Piloted Aircraft Systems, model aircraft or by similar means.
9. A lightning strike which resulted in damage to the aircraft or loss or malfunction of any aircraft system.
10. A hail encounter which resulted in damage to the aircraft or loss or malfunction of any aircraft system.
11. Severe turbulence encounter or any encounter resulting in injury to occupants or deemed to require a 'turbulence check' of the aircraft.
12. A significant windshear or thunderstorm encounter which has or could have endangered the aircraft, its occupants or any other person.
13. Icing encounter resulting in handling difficulties, damage to the aircraft or loss or malfunction of any aircraft system.
14. Volcanic ash encounter.

→ EMERGENCIES AND OTHER CRITICAL SITUATIONS

1. Any event leading to the declaration of an emergency ('MAYDAY' or 'PAN call').
2. Any burning, melting, smoke, fumes, arcing, overheating, fire or explosion.
3. Contaminated air in the cockpit or in the passenger compartment which has or could have endangered the aircraft, its occupants or any other person.
4. Failure to apply the correct non-normal or emergency procedure by the flight or cabin crew to deal with an emergency.
5. Use of any emergency equipment or non-normal procedure affecting in-flight or landing performance.
6. Failure of any emergency or rescue system or equipment which has or could have endangered the aircraft, its occupants or any other person.
7. Uncontrollable cabin pressure.
8. Critically low fuel quantity or fuel quantity at destination below required final reserve fuel.
9. Any use of crew oxygen system by the crew.
10. Incapacitation of any member of the flight or cabin crew that results in the reduction below the minimum certified crew complement.
11. Crew fatigue impacting or potentially impacting their ability to perform safely their flight duties.

→ SECURITY

1. Bomb threat or hijack.
2. Difficulty in controlling intoxicated, violent or unruly passengers.
3. Discovery of a stowaway.

ALWAYS REPORT ANY OTHER OCCURRENCE THAT YOU CONSIDER SAFETY RELEVANT!

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may save time and costs. Furthermore, if the list of UAP incidents were made public, it would certainly be a win in terms of transparency for the public and data availability for the scientific community.

The other remarkable point of the event was the *elephant in the kitchen* that no speaker talked about during their presentations, until a journalist came up with the topic: AARO's "Report on the Historical Record of U.S. Government Involvement with Unidentified Anomalous Phenomena" [10].

The report exposes devastating conclusions:

- The vast majority of UAP cases, both historical and current, are misinterpretations of mundane causes. And the residue could **also** be resolved as ordinary causes if better quality data were available.
- There is no evidence that UAP are extraterrestrial spaceships.
- There is no evidence of the US government or private companies having recovered alien technology, nor having any program of reverse engineering.
- The current interest in UAP is the result of circular reporting of a small group of people who believe the above claims despite the lack of any evidence.

- The investigation of specific claims about secret programs hidden from Congress, found that all claims were second or third hand accounts, confusions and misunderstandings of some authentic but non-UAP related programs. .

All these findings are against the narrative that UAP are some kind of new knowledge to unveil, that the government is hiding it away from the public, or that they represent any kind of safety or security issue. On the contrary, they align with similar conclusions reached by some *old-school* ufologists after decades of study. Furthermore, some journalists and individuals had already pointed out that this small group of believers, officials, journalist, and senators had been lobbying to force the government to get involved in this kind of investigations [16, 24].

History repeats itself, and the reaction against these conclusions has been as expected: claims of cover-up with a greater or lesser degree of conspiracy.

For Ryan Graves, the report just tries to “discredit” the phenomenon, whilst MEP Franciso Guerreiro had already made a statement during a parliamentary intervention [25]:

For me, and many others, one thing seems rational and obvious. Someone is hiding something. And it's not those who are seeking the answers.

Conclusions

In short, during the meeting we listened the same kind of arguments that are pushing the topic in the US: safety, security, stigma, transparency, elite witnessess, observables, scientifically-oriented research alien artifacts,... These arguments have landed now in the European Parliament. The only difference at the moment is that the debate remained fairly serious and reasonable, leaving out the most shocking claims that have been heard in the US Congress.

But, do these arguments have any merit? Is there actually any risk for flight safety? Are there national security issues related to strategic facilites? These claims are made without proof or data to back it up. There are only anecdotes supported by an argument of authority from *trained observers*. For nearly 80 years cases have been gathered. Let us put aside anecdotes and use this work done during all this time. Let us analyze the databases to truly contextualize the potential risks posed by UAP to flight safety and security. It is not about neglecting those risks, but to assess their probability a assign a priority based on actual data, not on accounts.

Just a couple of quick examples. The CUCO database [26] gathers cases from Spain, Portugal and Andorra, with a total of nearly 13.000 entries. Those include the 82 files declassified by the Spanish Air Force during the 90's. There may be some other cases of military origin, but they certainly may represent only about 1% of cases.

In the same way, a quick search results in about 42 entries of cases produced in "airways" (that is, sightings produced during a flight and likely reported by pilots). A more specific search may result in a few more cases, but again, it seems like the final value would not rise above the 1% of the total. And we still would have to assess whether the sightings posed any risk.

Are they too few or too many? It does not seem an easy assessment. There may be many factors to consider. Among them, for instance, how many cases are not reported due to possible stigma; or an evaluation on whether the *trained observers* do actually perform better at identifying than non-trained people; or if there is any collection bias due to investigator specifically searching for that kind of cases.

For sure those may be interesting topics for sociologists.

Should the EU or member countries spend money on UAP research?

My personal take on this depends on the goal.

If the goal is to unveil an alleged mystery, then the answer is an absolute **no**. Despite a 3% of residual cases, there is no evidence at all that they represent any kind of new phenomenon.

If the goal is to assess, analyze and resolve safety or security issues, then it may have sense. But leaving out all the rethoric and UAP related vocabulary. Let us center on the main issues: **safety and security**. Which is the contrary to what is being done in the US: investigate UAP using safety and security as an excuse.

When we speak about flight safety, an example comes to mind: "Manises Case" November 11th, 1979. A commercial pilot made a sharp turn and an emergency landing due to the perceived risk of collision with two red lights³. Another example: November 4th, 1970, during an exercise of the Air Force, two fighters almost run out of fuel while trying to indentify an object.

UAP do not seem to be a risk by themselves. Even van Heijst has been flying for 20 years without really caring about the things he saw. But the real risk is the reaction of the pilots when they witness a surprising event, it is the **subjective preception** of a potential risk.

³The main hypothesis is that the lights were the flames of a refinery 270 km away.

If military exercises are interrupted, if pilots react abruptly to an unidentified stimulus, if the instruments are not capable to deliver all the necessary information, or if there are a bunch of balloons loitering carelessly in the sky, those are flight safety issues that have to be dealt with. Either with regulation, formation, or whatever solution is found for each case.

Such an organization is likely to already exist, like EASA at european level, and its equivalents at national levels. Maybe it is only a matter of small changes in competences, but the main point has always to be putting the focus on safety, instead of blindly swinging a stick trying to hit a piñata that is not there.

Acknowledgments

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