

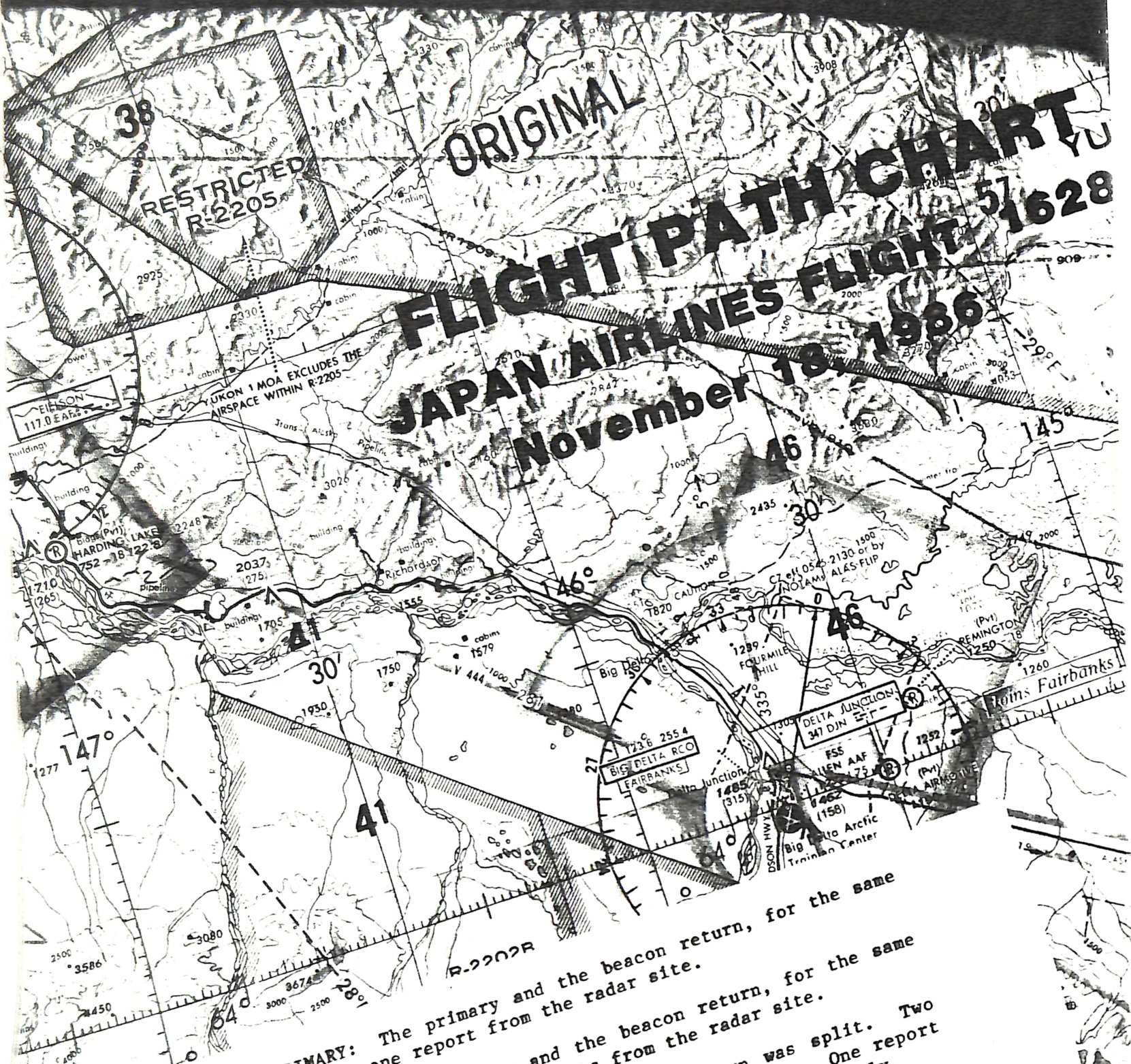
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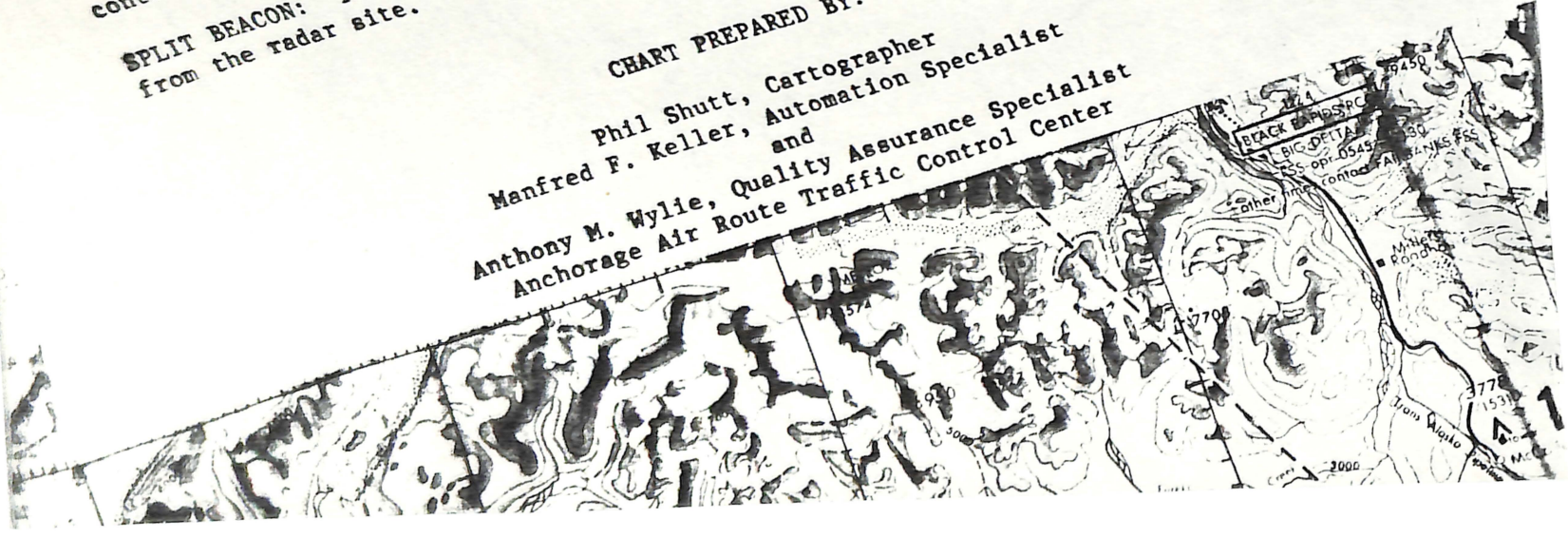
BEACON WITH MERGED PRIMARY: The primary and the beacon return, for the same aircraft, were generated as one report from the radar site.

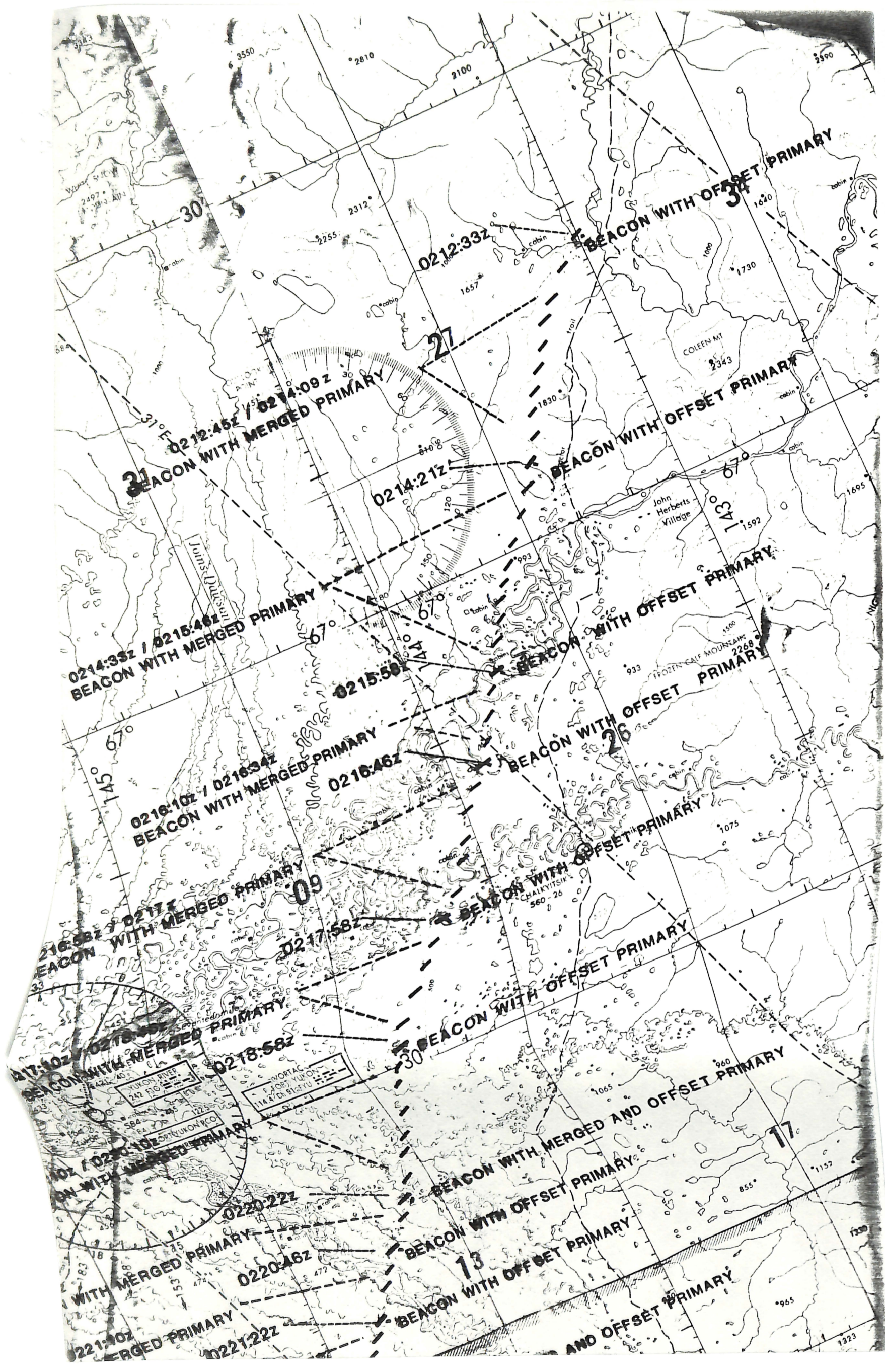
BEACON WITH OFFSET PRIMARY: The primary and the beacon return, for the same aircraft, were generated as two separate reports from the radar site.

BEACON WITH MERGED AND OFFSET PRIMARY: The primary return was split. Two reports were generated from the radar site for the same aircraft. One report contained beacon and primary data, the second contained primary data only.

SPLIT BEACON: There were two beacon returns, for the same aircraft, received from the radar site.

CHART PREPARED BY:
 Phil Shutt, Cartographer
 Manfred F. Keller, Automation Specialist
 and
 Anthony M. Wylie, Quality Assurance Specialist
 Anchorage Air Route Traffic Control Center





0212:33Z BEACON WITH OFFSET PRIMARY 34

0214:09Z BEACON WITH MERGED PRIMARY 27

0214:21Z BEACON WITH OFFSET PRIMARY 34

0214:33Z / 0216:46Z BEACON WITH MERGED PRIMARY 67

0215:58Z BEACON WITH OFFSET PRIMARY 26

0216:10Z / 0216:34Z BEACON WITH MERGED PRIMARY 09

0216:46Z BEACON WITH OFFSET PRIMARY 26

0217:58Z BEACON WITH OFFSET PRIMARY 30

0218:58Z BEACON WITH MERGED PRIMARY 30

0220:22Z BEACON WITH MERGED AND OFFSET PRIMARY 17

0220:46Z BEACON WITH OFFSET PRIMARY 13

0221:02Z BEACON WITH MERGED PRIMARY 17

0221:22Z BEACON WITH OFFSET PRIMARY 17

0212:33Z BEACON WITH OFFSET PRIMARY 34

0214:09Z BEACON WITH MERGED PRIMARY 27

0214:21Z BEACON WITH OFFSET PRIMARY 34

0214:33Z / 0216:46Z BEACON WITH MERGED PRIMARY 67

0215:58Z BEACON WITH OFFSET PRIMARY 26

0216:10Z / 0216:34Z BEACON WITH MERGED PRIMARY 09

0216:46Z BEACON WITH OFFSET PRIMARY 26

0217:58Z BEACON WITH OFFSET PRIMARY 30

0218:58Z BEACON WITH MERGED PRIMARY 30

0220:22Z BEACON WITH MERGED AND OFFSET PRIMARY 17

0220:46Z BEACON WITH OFFSET PRIMARY 13

0221:02Z BEACON WITH MERGED PRIMARY 17

0221:22Z BEACON WITH OFFSET PRIMARY 17

0212:33Z BEACON WITH OFFSET PRIMARY 34

0214:09Z BEACON WITH MERGED PRIMARY 27

0214:21Z BEACON WITH OFFSET PRIMARY 34

0214:33Z / 0216:46Z BEACON WITH MERGED PRIMARY 67

0215:58Z BEACON WITH OFFSET PRIMARY 26

0216:10Z / 0216:34Z BEACON WITH MERGED PRIMARY 09

0216:46Z BEACON WITH OFFSET PRIMARY 26

0217:58Z BEACON WITH OFFSET PRIMARY 30

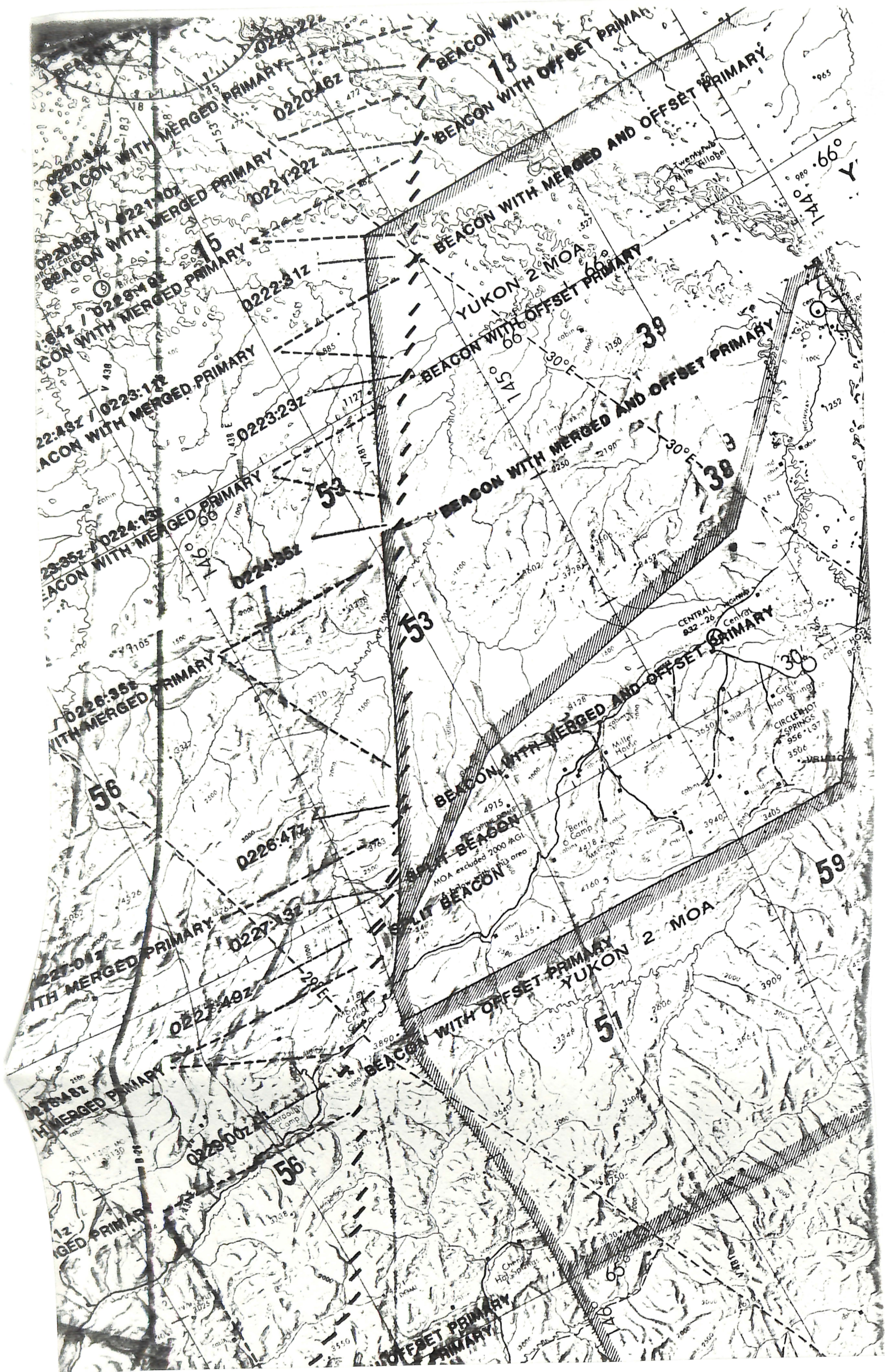
0218:58Z BEACON WITH MERGED PRIMARY 30

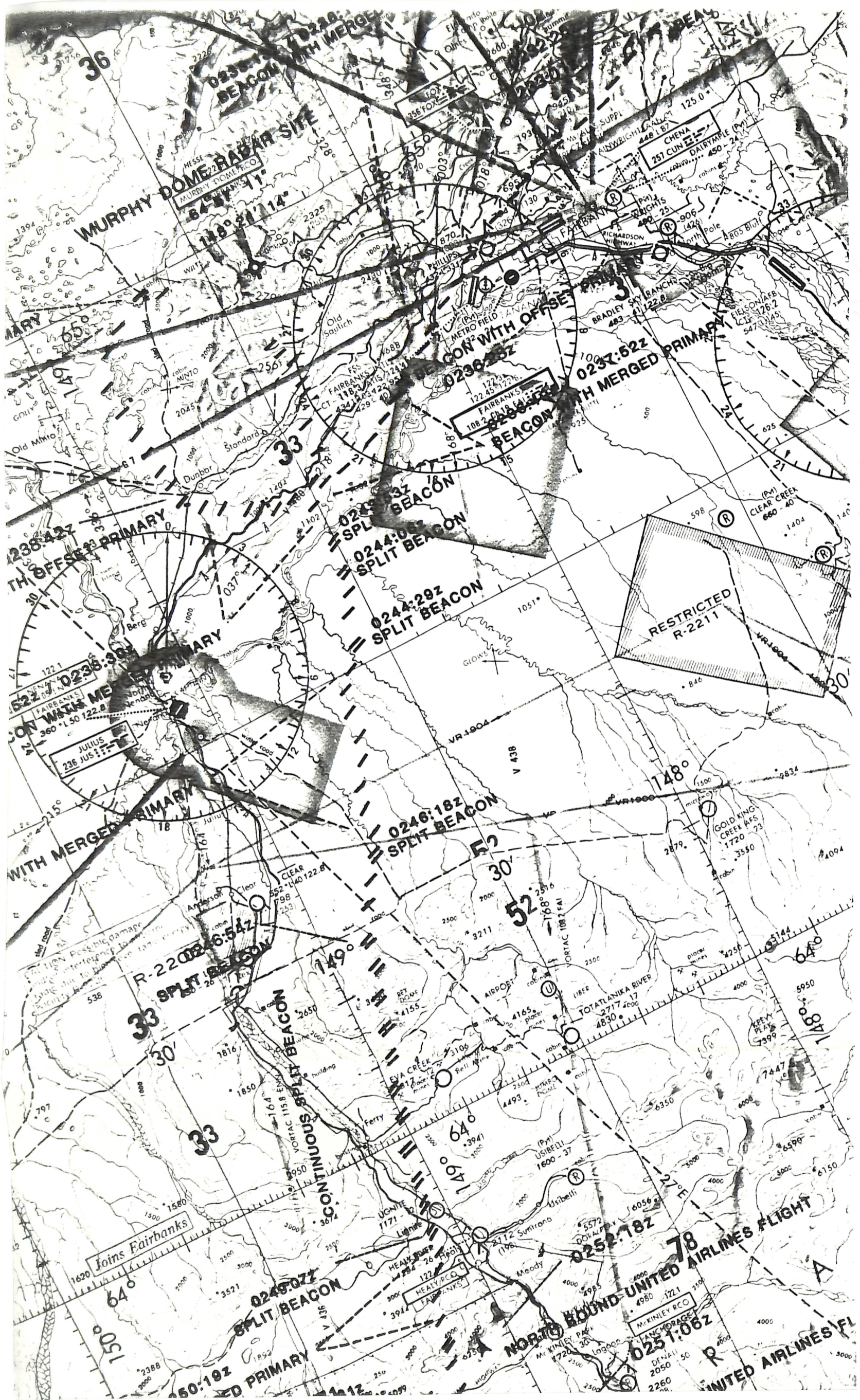
0220:22Z BEACON WITH MERGED AND OFFSET PRIMARY 17

0220:46Z BEACON WITH OFFSET PRIMARY 13

0221:02Z BEACON WITH MERGED PRIMARY 17

0221:22Z BEACON WITH OFFSET PRIMARY 17







BEACON WITH MERGED PRIMARY
380° L 50 122.0
JULIUS
236 JUS

0244:20z
SPLIT BEACON

WITH MERGED PRIMARY

RESTRICTED
R-2211

538
R-2200246:54z
SPLIT BEACON

0246:18z
SPLIT BEACON

33
30'
33

Fairbanks

0249:07z
SPLIT BEACON

0250:19z
MERGED PRIMARY

0250:13z
SPLIT BEACON

NORTH BOUND UNITED AIRLINES FLIGHT

0251:06z

NORTH BOUND UNITED AIRLINES FLIGHT

0250:06z

NORTH BOUND UNITED AIRLINES FLIGHT

0250:43z
SPLIT BEACON

BEACON WITH MERGED PRIMARY

END OF PLOT
0252:56z

SUMMIT
326 UMM EE
ANCHORAGE

86

70

THIS line is the continuation of the line from Point on the south side