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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Anchorage ARTCC  
5400 Davis Hwy.  
Anchorage, Alaska

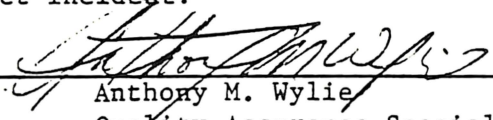
Subject: INFORMATION: Transcription concerning the Date: January 9, 1987  
incident involving Japan Airlines Flight 1628  
on November 18, 1986 at approximately 0218 UTC.

From: Quentin J. Gates Reply to  
Air Traffic Manager, Attn. of:  
ANC ARTCC

To: This transcription covers the time period from November 18, 1986, 0214 UTC to  
November 18, 1986, 0259 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Japan Airlines Flight 1628	JL1628
Anchorage ARTCC Combined Sector R/D15	R/D15
Anchorage ARTCC Sector D15	D15
Anchorage ARTCC Sector R15	R15
Regional Operations Command Center	ROCC
United Airlines Flight 69	UA69
TOTEM71	TOTEM
Fairbanks Approach Control	APCH

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject incident:

  
\_\_\_\_\_  
Anthony M. Wylie  
Quality Assurance Specialist  
Anchorage ARTCC

(0214)

(0215)

(0216)

(0217)

(0218)

(0219)

0219:15 JL1628 Anchorage Center Japan Air sixteen twenty eight ah  
do you have any traffic ah seven o'clock above

0219:24 R/D15 Japan Air sixteen twenty eight heavy say again

0219:28 JL1628 Ah do you have any traffic in front of us

0219:32 R/D15 Japan Air sixteen twenty eight heavy negative

0219:36 JL1628 Ah Japan Air sixteen twenty eight roger and ah we  
insight ah two traffic ah in front of us one mile  
about

0219:49 R/D15 Japan Air sixteen twenty eight roger do you have ah  
can you identify the aircraft

0219:58 JL1628 Ah we are not sure but ah we have traffic in sight  
now

0220:04 R/D15 Japan Air sixteen twenty eight heavy roger maintain  
visual contact with your traffic and ah can you say  
the altitude of the traffic

0220:14 JL1628 Um at the same altitude sixteen twenty eight

0220:21 R/D15 Japan Air sixteen twenty eight roger would you like  
higher or lower altitude

0222:36 JL1628 Just ah now (unintelligible)

0222:41 R/D15 Japan Air sixteen twenty eight your garbled change to frequency one three three point one

0222:46 JL1628 Ah confirm one three three one

0222:48 R/D15 Japan Air sixteen twenty eight heavy affirmative

0222:52 JL1628 Thank you

0222:55 JL1628 Anchorage Center Japan Air sixteen twenty eight flight level three five zero

0223:00 R/D15 Japan Air sixteen twenty eight heavy roger and do you have clouds above you or below you

0223:05 JL1628 below - below us Japan Air sixteen twenty eight

0223:10 R/D15 Japan Air sixteen twenty eight roger

0223:13 JL1628 And now the target ah traffic is ah extinguished ah we cannot see now

0223:19 R/D15 Japan Air sixteen twenty eight roger and I'm not receiving any radar replies

0223:26 JL1628 Ah negative

0223:35 ROCC One dash two go ahead

0223:37 R/D15 Ya could you look ah approximately forty miles south of Fort Yukon there should be a code up there of one five five zero can you tell me you see a primary target about his position

(0214)

(0215)

(0216)

(0217)

(0218)

(0219)

0219:15 JL1628 Anchorage Center Japan Air sixteen twenty eight ah do you have any traffic ah seven o'clock above

0219:24 R/D15 Japan Air sixteen twenty eight heavy say again

0219:28 JL1628 Ah do you have any traffic in front of us

0219:32 R/D15 Japan Air sixteen twenty eight heavy negative

0219:36 JL1628 Ah Japan Air sixteen twenty eight roger and ah we insight ah two traffic ah in front of us one mile about

0219:49 R/D15 Japan Air sixteen twenty eight roger do you have ah can you identify the aircraft

0219:58 JL1628 Ah we are not sure but ah we have traffic in sight now

0220:04 R/D15 Japan Air sixteen twenty eight heavy roger maintain visual contact with your traffic and ah can you say the altitude of the traffic

0220:14 JL1628 Um at the same altitude sixteen twenty eight

0220:21 R/D15 Japan Air sixteen twenty eight roger would you like higher or lower altitude

0223:51 ROCC Okay stand-by - - I'm going to expand out - - just a moment here - - one five five zero squawk huh

(0224)

0224:09 R/D15 Affirmative

0224:11 ROCC Let me take a look here

0224:13 R/D15 High altitude thirty five thousand

0224:14 ROCC Okay let me switch over to my other scope here

0224:17 JL1628 Japan Air sixteen twenty eight

0224:19 R/D15 Alright I'll see what ah I'll call you right back

0224:21 ROCC Okay R-F

0224:50 R/D15 Japan Air sixteen twenty eight do you still have ah visual contact with the ah traffic

0224:53 JL1628 Affirmative ah so we radar contact ah (unintelligible)

0225:02 R/D15 Japan Air sixteen twenty eight heavy roger sir I'm picking up a ah hit on the radar approximately five miles in trail of your six o'clock position do you concur

0225:12 JL1628 Ah negative ah eleven o'clock ah eight miles ah same level over

0225:18 R/D15 Japan Air sixteen twenty eight heavy roger

0225:37 ROCC One dash two's on

0225:39 R/D15 Ya ah did you get another ah target up there by that one five five zero code

0225:43 ROCC Okay I've got your squawk it looks like I am getting some surge primary return ah I don't know if it's erroneous or whatever but

0225:50 R/D15 Negative uhuh it's not erroneous I want you to keep a good track on there and if you pick up a code and verify that you do not have any aircraft operating in that area military

0225:57 ROCC That is affirm we do not have anybody up there right now ah can you give me the position of the primary your receiving

0226:03 R/D15 Okay I'm not I'm ah picking up a primary approximately five zero miles south right up there right in front of the ah one five five zero code

0226:13 ROCC Okay I've got him his about

0226:15 R/D15 Eight miles in front of the one five five zero code he's got traffic at the same altitude three five oh

0226:18 ROCC Okay I've got him about his ah oh it looks like about ah ten o'clock at about that range yes

0226:25 R/D15 Alright keep an eye on that and ah see if ah any other military (unintelligible) in that area

0226:33 ROCC Okay ah we'll look around here see what we can find out

0226:35 R/D15 H-C

0226:36 ROCC Okay R-F

(0227)

0227:43 ROCC One dash two

0227:45 R/D15 Ya ah reference that ah (unintelligible)

0227:48 ROCC Okay

0227:49 R/D15 That is unknown to us

0227:50 ROCC It is what

0227:52 R/D15 It is ah unknown to us

0227:53 ROCC It is an unknown okay we've lost contact with it now

0227:58 R/D15 Okay were not working that aircraft (unintelligible)

0228:04 ROCC Okay I - I'm still not I we lost contact on him now  
I don't see him at all

0228:09 R/D15 Okay

0228:10 ROCC Okay R-F

(0229)

(0230)

0230:16 JL1628 (unintelligible )

0230:20 R15 Japan Air sixteen twenty eight heavy you're coming  
in broken say again



0230:23 JL1628 Request ah deviate ah ah from ah from object request heading two four zero

0230:31 R15 Japan Air sixteen twenty eight roger fly heading two four zero - - - Japan Air sixteen twenty eight ah heavy deviations approved as necessary for traffic

0230:49 JL1628 It's ah quite big

0230:52 R15 Japan Air sixteen twenty eight heavy you're still broken say again

0230:56 JL1628 It's ah I think ah very quite big ah plane

(0231)

0231:27 R15 Approach sector fif - - approach fifteen request

0231:36 APCH Go ahead

0231:40 R15 Let's see one two miles southeast of the Alpha (unintelligible) you'll see a code of one five five zero at flight level three five zero

0231:47 APCH Ya

0231:48 R15 Are you pickin up a primary target right with that aircraft

0231:51 APCH You mean aside from the aircraft itself

0231:53 R15 Ya ya other than that one are you pickin up a ah it a be primary ah he's probably not squawking a code

0231:58 APCH Ah no it's the only target I see there

0232:00 R15 Okay if you see a primary watch that fifteen fifty  
code if you have time

0232:03 APCH Ya

0232:04 R15 If you see a primary with it keep your eye on it and  
he should be at three five oh also

0232:05 APCH Alright very good we're watching

0232:07 JL1628 Japan Air sixteen twenty eight ah request descent

0232:20 JL1628 Japan Air sixteen twenty eight request three one  
zero

0232:25 R15 Japan Air sixteen twenty eight heavy understand  
requesting flight level three one zero

0232:34 R15 Japan Air sixteen twenty eight heavy your  
transmissions are broken say again

0232:39 JL1628 Flight level three one zero

0232:41 R15 Japan Air sixteen one er correction sixteen twenty  
eight heavy descend at pilot discretion maintain  
flight level three one zero

0232:45 JL1628 Leaving three five zero to three one zero

0232:58 R15 Japan Air sixteen twenty eight heavy do you still  
have your traffic

0233:00 JL1628 Still ah coming ah ah right formation in ah  
formation

0233:07 R15 Japan Air sixteen twenty eight understand

(0234)

0234:38 R15 Japan Air sixteen twenty eight heavy say position of  
your traffic

0234:42 JL1628 Affirmative west of ah Fairbanks

0234:52 R15 Japan Air sixteen twenty eight heavy understand your  
traffic is over Fairbanks at this time

0234:56 JL1628 Affirmative - - ah request heading two one zero

0235:02 R15 Japan Air sixteen twenty eight heavy roger  
deviations approved as necessary for traffic

0235:15 R15 Japan Air sixteen twenty eight say altitude of your  
traffic

0235:20 JL1628 Ah ou ah sa ah same level

0235:24 D15 Approach center on the sixty one line

0235:27 APCH Approach

0235:28 D15 Have you got a second

0235:29 APCH Sure go ahead

0235:30 D15 Look at your radar We got a Japan Air one six two  
eight ah he's deviating he's about ah five miles  
north of Fairbanks V-O-R squawking one five five  
zero

0235:38 APCH Uh huh

0235:39 D15 Do you have any traffic with him he sees traffic he was deviating

0235:42 R15 I already asked approach

0235:43 D15 Oh he's already asked you I guess huh

0235:44 APCH Ah - ya no we don't I don't see anything there aside from his ah his target

0235:49 D15 Okay thank you S-R

0235:50 APCH Unintelligible

(0236)

0236:12 JL1628 Ah Anchorage Center Japan Air one six two eight request direct ah Talkeetna

0236:18 R15 Japan Air sixteen twenty eight heavy cleared direct Talkeetna and in ah advise me of your position of your traffic

0236:24 JL1628 Ah same po same position

0236:37 R15 Japan Air sixteen twenty eight heavy ah sir I'm gonna request you to make a right turn three six zero degrees three hundred and sixty degree turn and advise me what your traffic does then

0236:47 JL1628 Right turn three sixty

(0237)

0237:12 D15 Anchorage Center

0237:13 ROCC Ya one dash two are you still working the one five five zero squawk

0237:18 D15 One five ah

0237:19 ROCC Ya he's the one that had somebody in front of him level

0237:21 D15 Yes

0237:23 ROCC Okay we have no we have confirmed we have no military aircraft working up there

0237:25 D15 Okay thank you very much

0237:27 ROCC Does he still have tally on the aircraft out there

0237:29 D15 You have no traffic at all

0237:30 ROCC That's correct does he still have somebody visual

0237:32 D15 He says he does

0237:33 ROCC Oh okay thank you

0237:55 R15 Japan Air sixteen twenty eight heavy sir does your traffic appear to be staying with you

0238:00 JL1628 (unintelligible) just looking

0238:54 R15 Japan Air sixteen twenty eight sir do you still have the traffic

0238:57 JL1628 Ah (unintelligible) distinguished

0239:01 R15 Japan Air sixteen twenty eight say again

0239:04 JL1628 It ah disappeared Japan Air sixteen twenty eight

0239:57 D15 Anchorage Center

0239:58 ROCC Ya this is one dash two again on some other equipment here we have confirmed there is a flight size of two around your one five five zero squawk one primary return only

0240:05 D15 Okay where is is he following him

0240:07 ROCC It looks like he is yes

0240:10 R15 Japan Air sixteen twenty eight heavy roger at your discretion proceed direct Talkeetna Jay one two five Anchorage

0240:15 JL1628 (unintelligible)

0240:23 R15 Japan Air sixteen twenty eight roger sir the military radar advises they do have a primary target in trail of you at this time

0240:24 D15 Okay do you have anybody you can scramble up there

0240:30 ROCC I'll tell you what we're gonna talk to your liasion sir about that

0240:32 JL1628 Ah say again Japan Air sixteen twenty eight

0240:35 R15 Japan Air sixteen twenty eight heavy military radar advises they are picking up intermittent primary target behind you in-trail in-trail I say again

0240:47 JL1628 (unintelligible)

0240:46 ROCC Where is this search return at right behind him or where

0240:50 D15 Say again

0240:51 ROCC Ah I'm gonna talk to my other radar man here has gotta he's got some other equipment watching this aircraft

0240:54 D15 Okay

0240:55 ROCC Okay we're gonna call the military desk on this

0240:57 D15 Okay thank you

0240:58 ROCC Okay R-F

(There was an overlap of transmissions during this time frame)

0240:10 R15 Japan Air sixteen twenty eight Anchorage request

0240:12 JL1628 Go ahead

0240:13 R15 Roger sir would you like our military to scramble on the traffic

0240:17 JL1628 Negative negative

0240:26 R15 Japan Air sixteen twenty eight heavy sir we do have military ah at Eilson forty miles away I can put em up and let em check the traffic for you

0240:34 JL1628 Roger

0240:35 R15 Japan Air sixteen twenty eight roger would you like us to do that

0240:44 TOTEM Anchorage Center you have Totem seven one up here ah we might be able to get close to him

0240:48 R15 Japan Air sixteen twenty eight you were broken say again

0240:55 JL1628 Ah say again Japan Air sixteen twenty eight

0240:59 R15 Japan Air sixteen twenty eight your transmission was broken sir we do have military aircraft in your vicinity that we can ah check on the ah traffic with you

(0241)

0241:07 JL1628 Ah (unintelligible) sixteen twenty eight no radar traffic above

0241:49 ROCC One two's on

0241:51 D15 Roger where's that ah are you still painting a primary ah by that Japan Airlines flight squawking fifteen fifty

0241:56 ROCC Okay let me look at my other

0241:59 D15 Can you tell where's the position of it

0242:00 ROCC Okay standby

0242:04 JL1628 Anchorage Center Japan Air sixteen twenty eight confirm direct to Talkeetna three one zero

0242:09 R15 Japan Air sixteen twenty eight heavy affirmative direct Talkeetna and descend at pilot's discretion maintain flight level two five zero



0242:16 JL1628 Ah pilot's discretion two five zero Japan Air sixteen twenty eight

0242:24 ROCC It looks like he he ah offset left and then possibly fell back in-trail however I can't see him now I can't pick him out

0242:29 D15 Okay thank you very much S-R

0242:31 ROCC R-F

0242:35 JL1628 Ah we have - Anchorage Center Japan Air one six two eight ah we have in sight same position over

0242:42 R15 Japan Air sixteen twenty eight understand in sight in same position

(0243)

(0244)

0244:07 R15 Japan Air sixteen twenty eight sir do you still have the traffic

0244:12 JL1628 Ah say again please

0244:13 R15 Japan Air sixteen twenty eight heavy do you still have the traffic

0244:17 JL1628 Ah affirmative ah nine o'clock ah ah

0244:39 R15 United sixty nine Anchorage request

0244:41 UA69 Ah go ahead United sixty nine heavy

0244:43 R15 United sixty nine heavy sir I've got a Japan Air seven forty seven presently in your eleven o'clock position and one hundred and one correction one one zero miles and he has traffic (unintelligible) I'll keep you advised ah when you're closer to him I want you to see if you see anything with him

0245:04 UA69 Okay fine ah we'll look for ya

0245:10 R15 United sixty nine heavy sir if you can I would like to identify the ah type of aircraft when you go by him

0245:16 UA69 Okay you got some background ah noise so you you want us to identify the trailing aircraft if we can

0245:24 R15 United sixty nine heavy affirmative

0245:46 UA69 Say again the location of the traffic for United sixty nine

0245:49 R15 United sixty nine heavy in your eleven o'clock position one zero zero miles southbound is a Japan Air seven forty seven he is at flight level three one zero says he has traffic at his nine o'clock position same altitude

0246:06 UA69 We'll be looking that's ah ah can't see anything yet

0246:12 R15 Roger sir he's ah way up to ah to the north of you with your concurrence I'm gonna put you on a vector and take you ah closer to him ah so when you pass you'll be within five miles of each other

0246:22 UA69 Okay you're uh something wrong with your transmitter or something but ah I think your talking to United sixty nine

0246:34 R15 United sixty nine heavy that is affirmative sir I'm gonna take you on a vector closer to the Japan Air he'll still be at flight level three one zero and I'm gonna keep you at flight level two nine zero as long as you can stay up with your approval

0246:46 UA69 That'll be fine

0246:48 R15 Japan Air sixteen twenty eight heavy maintain flight level three one zero

0246:54 JL1628 Japan Air one six two eight (unintelligible) maintain three one zero

0246:59 R15 Japan Air sixteen twenty eight roger I'm gonna have a United aircraft get close to you and take a look ah to see if he can identify your traffic

0247:06 JL1628 Thank you

0247:09 R15 United sixty nine heavy turn ten degrees left radar vectors ah to see traffic

0247:10 UA69 Left United sixty nine

(0248)

0248:11 UA69 Ah say again the traffic (unintelligible)

0248:13 R15 Aircraft calling Anchorage Center with traffic say again

0248:16 UA69 United sixty nine can you point the traffic out again please

0248:19 R15 United sixty nine heavy affirmative the ah Japan Air is in your eleven o'clock position and five zero miles southbound

0248:28 UA69 Ah roger thank you

0248:31 R15 Japan Air sixteen twenty eight heavy say the position of your traffic

0248:34 JL1628 Ah now ah ah moving to ah around ten mile now ah ah position ah seven ah eight o'clock ten mile

0248:52 R15 Japan Air sixteen seventy eight heavy roger

(0249)

0249:32 UA69 Ask that Japan Airliner to ah turn on his lights and turn it off for United sixty nine would ya

0249:39 R15 Japan Air sixteen twenty eight heavy ah flash your ah landing lights on and off please

0249:45 JL1628 Do now Japan Air sixteen twenty eight

0249:47 UA69 Okay we've got the ah Japan Airlines airplane this is United sixty nine

0249:52 R15 United sixty nine heavy roger the Japan Air says the traffic is in his seven to eight o'clock position and one zero miles in-trail

0250:00 UA69 Okay we're lookin

0250:05 UA69 Why don't you get us a little closer

0250:07 R15 United sixty nine heavy roger another additional ten degrees left

0250:14 UA69 Roger United sixty nine

0250:35 UA69 United sixty nine heavy we've got the Japan Airliner insight I don't see anybody around him ah he's at his seven to eight o'clock position huh

0250:46 R15 United sixty nine that's what he says Japan Air sixteen twenty eight heavy say the position of your traffic now

0250:52 JL1628 Ah now distinguishing but ah ah your I guess ah twelve o'clock below ah you over

(0251)

0251:02 R15 Japan Air sixteen twenty eight heavy say again you're broken

0251:06 JL1628 Just ahead of ah United ah (unintelligible)

0251:32 UA69 Ah Center from United ah sixty nine ah the ah Japan Airliner is silhouetted against a ah light sky I don't see anybody around him at all I can see his contrail but I sure don't see any other airplanes do you see him

0251:49 R15 United sixty nine heavy ah negative sir we got just a very few primary hits on the ah target and then ah we really haven't got a good track on him ever

(0252)

0252:03 UA69 Yeah we'd like to start down now United sixty nine

0252:05 R15 United sixty nine heavy cleared direct Fairbanks descend at pilot discretion maintain one zero thousand Fairbanks altimeter three zero two two

0252:12 UA69 Down to one zero thousand direct to Fairbanks United sixty nine

0252:18 R15 And United sixty nine heavy I thank you for your help

0252:28 R15 Totem seven one contact Anchorage Center one one eight point two

0252:31 TOTEM If you want we've got extra gas we could bop up another five or six thousand feet and turn around

0252:36 R15 Totem seven one ah roger sir if you'd like ah standby - - - Totem seven one turn ah right heading two five correction turn right heading two seven zero radar vectors to intercept

0252:55 TOTEM Two seven zero you want us to go up five or six thousand

(0253)

0253:10 R15 Japan Air sixteen twenty eight heavy descend at pilot discretion maintain flight level two five zero

0253:13 JL1628 Japan Air sixteen twenty eight ah pilot's discretion maintain ah ah two five zero so ah ah I cannot I couldn't see ah U-F-0 over

0253:27 R15 Japan Air sixteen twenty eight heavy understand you do not see the traffic any longer

0253:31 JL1628 Affirmative

0253:33 R15 Roger sir I've got a military C one ah thirty that's gonna go over and take a look at it

0253:53 R15 Totem seven one sir the military seven forty seven on completion of your turn will be in your two o'clock position three zero miles southbound at ah flight level three one zero

(0254)

0254:04 TOTEM Okay sir we're searching this time we think we have him

0254:09 R15 Japan Air sixteen twenty eight heavy flash your landing lights please

0254:32 TOTEM And Center Totem seven one would like to climb to two four zero

0254:34 R15 Totem seven one climb and maintain flight level two four zero

0254:37 TOTEM Out of two one zero for two four zero Totem seven one

(0255)

0255:18 R15 Totem seven one the seven forty seven is now two o'clock one five miles southbound three one zero

0255:25 TOTEM Ah yes sir we've got him insight

0255:27 R15 Totem seven one understand you do have him insight

0255:31 TOTEM (unintelligible)

0255:35 R15 Totem seven one do you see any traffic in his vicinity

0255:38 TOTEM Not flashing any lights at this time sir

0255:58 R15 Totem seven one deviations approved as ah necessary to ah take a look

(0256)

0256:02 TOTEM Okay sir Totem seven one wilco

0256:04 R15 And Totem seven one sir after your ah the seven forty seven goes by you ah your discretion direct Eilson

0256:10 TOTEM Okay that would be Elmendorf sir but ah understand direct

0256:13 R15 Totem seven one that's my correction sir be direct Elmendorf your discretion

0256:17 TOTEM Roger sir

0256:22 JL1628 Anchorage Center Japan Air one six two eight leaving ah three one zero for ah two five zero now

0256:28 R15 Japan Air sixteen twenty eight heavy roger and traffic in your eleven o'clock ah correction your ten o'clock position five miles westbound is a military C one thirty flight level two four zero

0256:40 JL1628 Roger

(0257)

0257:13 R15 Japan Air sixteen twenty eight heavy contact Anchorage Center one one eight point two

0257:18 JL1628 Eight point two good day

(0258)

(0259)

End of Transcript



UTC Universal Time Coordinated. (Used to be Greenwich Time, Zulu)  
NORAD North American Defense Air Command  
FSDO-63 FAA Flight Standards District Office, Anchorage/S.C. Area  
POTAT Intersection location name on airway map. (Northwest of  
Fort Yukon.  
J529 Airway route  
INS Internal Navigation System  
ARTCC (Anchorage) Air Route Traffic Control Center (Enroute traffic)  
PVD Plan View Display (Radar Screen)  
ROCC Regional Operations Command Center (Military, AF)  
350 35,000 feet elevation