

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

The Black Vault



The Black Vault is the largest online Freedom of Information Act (FOIA)
document clearinghouse in the world. The research efforts here are
responsible for the declassification of MILLIONS of pages
released by the U.S. Government & Military.

Discover the Truth at: <http://www.theblackvault.com>

INDEX

Tab 1	Index
Tab 2	Chronology of Events
Tab 3	Transcription
Tab 4	Flight Path Chart
Tab 5	Personnel Statements
Tab 6	Daily Record of Facility Operations, FAA Form 7230-4
Tab 7	Position Logs, FAA Form 7230-10
Tab 8	ZAN EARTS Continuous Data Recordings, (radar tracking data).
Tab 9	Simulated Radar Data - JL1628



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

Memorandum

Subject: INFORMATION: Unidentified Traffic Sighting
by Japan Airlines

Date: DEC 18 1986

From: Air Traffic Manager, Anchorage ARTCC, ZAN-1

Reply to
Attn. of:

To: Manager, Air Traffic Division, AAL-500
ATTN: Evaluation Specialist, AAL-514

The attached chronology summarizes the communications and actions of Japan Airlines Flight 1628 on November 18, 1986.

Radar data recorded by Anchorage Center does not confirm the presence of the traffic reported by Flight 1628. No further information has been received from civil or military sources since the date of the sightings.

Major Johnson of the Elmendorf Regional Operations Command Center (ROCC) is checking their records and the operations personnel for further details. He will forward any additional information to Anchorage Center as soon as possible.

Should you have any questions or need additional information, contact Tony Wylie, Quality Assurance Specialist, 269-1162.

Original signed by

Quentin J. Gates

Attachment

The information contained in the chronological summary was the best information available at the time of the preliminary review.

DEC 18 1986

The following is a chronological summary of the alleged aircraft sightings by Japan Airlines Flight 1628, on November 18, 1986:

All times listed are approximate UTC unless otherwise specified.

- 0219 - The pilot of JLL1628 requested traffic information from the ZAN Sector 15 controller. When the controller advised there was no traffic in the vicinity, JLL1628 responded that they had same direction traffic, approximately 1 mile in front, and it appeared to be at their altitude. When queried about any identifiable markings, the pilot responded that they could only see white and yellow strobes.
- 0225 - JLL1628 informed ZAN that the traffic was now visible on their radar, in their 11 o'clock position at 8 miles.
- 0226 - ZAN contacted the Military Regional Operations Control Center, (ROCC), and asked if they were receiving any radar returns near the position of JLL1628. The ROCC advised that they were receiving a primary radar return in JLL1628's 10 o'clock position at 8 miles.
- 0227 - The ROCC contacted ZAN to advise they were no longer receiving any radar returns in the vicinity of JLL1628.
- 0231 - JLL1628 advised that the "plane" was "quite big", at which time the ZAN controller approved any course deviations needed to avoid the traffic.
- 0232 - JLL1628 requested and received a descent from FL350 to FL310. When asked if the traffic was descending also, the pilot stated it was descending "in formation".
- 0235 - JLL1628 requested and received a heading change to two one zero. The aircraft was now in the vicinity of Fairbanks and ZAN contacted Fairbanks Approach Control asking if they had any radar returns near JLL1628's position. The Fairbanks Controller advised they did not.
- 0236 - JLL1628 was issued a 360 degree turn and asked to inform ZAN if the traffic stayed with them.
- 0238 - The ROCC called ZAN advising they had confirmed a "flight of two" in JLL1628's position. They advised they had some "other equipment watching this", and one was a primary target only.
- 0239 - JLL1628 told ZAN they no longer had the traffic in sight.
- 0242 - The ROCC advised it looked as though the traffic had dropped back and to the right of JLL1628, however, they were no longer tracking it.
- 0244 - JLL1628 advised the traffic was now at 9 o'clock
- 0245 - ZAN issued a 10 degree turn to a northbound United Airlines flight, after pilot concurrence, in an attempt to confirm the traffic.
- 0248 - JLL1628 told ZAN the traffic was now at 7 o'clock, 8 miles.

DEC 18 1986

0250 - The northbound United Flight advised they had the Japan Airlines flight in sight, against a light background, and could not see any other traffic.

0253 - JL1628 advised they no longer had contact with the traffic.

A subsequent review of ANC ARTCC's radar tracking data failed to confirm any targets in close proximity to JL1628.