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PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JL1628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JL1628 reported. Several times I had single primary returns where JL1628 reported traffic. JL1628 later requested a turn to heading 210°, I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent in the vicinity of FAI I requested JL1628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JL1628 flight but reported no other traffic, by this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 6, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Carl E. Henley (HC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

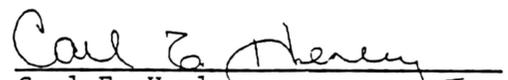
During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in actuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run lenth targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.


Carl E. Henley
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident involving aircraft JL 1628 north of Fairbanks on November 18, 1986 at 0218 UTC.

My name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

The pilot of JL 1628 reported that he had traffic at his altitude. He stated it was a big plane with yellow and white lights. We advised him we had no traffic in his position. We adjusted the radar PVD to approximately a 25 mile scale and there was a radar return in the position the pilot had reported traffic.

I called ROCC to ask if they had any military traffic operating near JL 1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL 1628. ROCC advised that they had traffic near JL 1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL 1628, they said they would call back. However, there was no further communication regarding the request for a scramble.


Samuel J. Rich
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was training on Sector D13 from 2300 UTC, November 17, 1986, to 0300 UTC, November 18, 1986.

I was on my way to take a break when I noticed the unusual activity at the Sector 15 positions. I plugged into the C15 position and assisted them by answering telephone lines, making and taking handoffs, and coordinating as necessary. As to the specific incident, I monitored the aircrafts transmissions and observed data on the radar that coincided with information that the pilot of JL1628 reported. I coordinated with the ROCC on the BRAVO and CHARLIE lines. They confirmed they also saw data in the same location. At approximately abeam CAWIN intersection, I no longer saw the data and the pilot advised he no longer saw the traffic. I called the ROCC and they advised they had lost the target. I then unplugged from the position and went on a break.



John L. Aarnink
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident involving Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Joseph Rollins (JR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2340 UTC, November 17, 1986 to 1850 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the E1 position from 0006 UTC, November 18, 1986 to 0425 UTC, November 18, 1986.

During the time period prior to this incident all operations were normal. I had assigned Mr. Henley to the combined R15, D15 position to work by himself. The traffic was light and lunch breaks were in progress. At approximately 0220 UTC Mr. Henley informed me that JL1628 had indicated that he had traffic and wanted information. I then advised the Area Manager that JL1628 was requesting information on traffic that we were not aware of. Mr. Rich returned from lunch and was assigned the D15 position and Mr. Henley was moved to the R15 position. I understood that Mr Aarnink had plugged into the C15 position only to observe. During the time following my being notified, I was involved in operational supervision and coordination between the controllers and the Area Manager. I intermittently monitored the radar but at no time observed any radar data that in my opinion, conclusively indicated traffic for the JL1628 flight. At 0254 UTC I informed the Area Manager that the pilot of JL1628 had lost visual contact with his traffic.



Joseph Rollins
Area Supervisor
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Erland D. Stephens (AS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the Area Manager in Charge position from 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986.

At 0221 UTC I was notified by Joe Rollins, Area B Supervisor, that JL1628, had reported traffic at his altitude (FL 350), distance one (1) mile with a white and yellow strobe light. I notified the Alaska Regional Operations Center (ROC) and the Elmendorf Regional Operational Control Center (ROCC) about this observed traffic.

At 0233 UTC, after Mr. Rollins advised me that JL1628 had reported the traffic to be paralleling his route and that Sector R15 radar and ROCC had intermittent radar returns in the area of JL1628s observed traffic I notified the U.S. Customs office at Anchorage International Airport about the possibility of a lost aircraft following JL1628 to Anchorage. At 0245 UTC, Mr. Rollins advised me that JL1628 had lost visual contact with the unknown traffic at 0257 UTC. Mr. Rollins advised me that ROCC had lost radar contact with the unknown traffic. At 0423 UTC I gave this information to the Washington D.C. ROC.



Erland D. Stephens
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

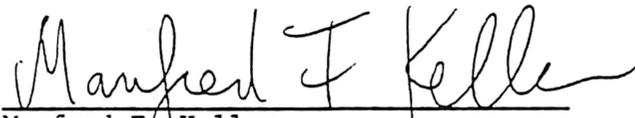
FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to aircraft JL1628 north of Fairbanks, Alaska, on November 18, 1986 at 0218 GMT.

My name is Manfred F. Keller (FK). I am employed as an Automations Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I interpreted the recorded data (radar) reference JL1628. I searched the specific areas where the pilot reportedly had traffic and could not find any indications of other target information.



Manfred F. Keller
Manfred F. Keller
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

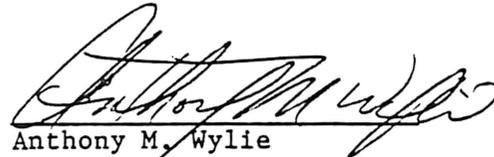
FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident to JL1628 North of Fairbanks, Alaska, on November 18, 1986 at approximately 0218 UTC.

My name is Anthony M. Wylie (AW). I am employed as a Quality Assurance Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I have reviewed the Continuous Data Recording of ZAN EARTS, (radar data), reference JL1628 alleged sightings. I could not find any target information in the vicinity of the reported traffic. The radar track appeared to be normal and consistent with other tracking data I have reviewed in the past.



Anthony M. Wylie
Quality Assurance Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft JL1628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring JL1628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked JL1628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position JL1628 reported. Several times I had single primary returns where JL1628 reported traffic. JL1628 later requested a turn to heading 210°, I approved JL1628 to make deviations as necessary for traffic. The traffic stayed with JL1628 through turns and decent in the vicinity of FAI I requested JL1628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the JL1628 flight but reported no other traffic, by this time JL1628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested JL1628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the JL1628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

13124

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 6, 1987

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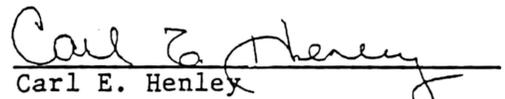
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I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in actuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run lenth targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.


Carl E. Henley
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident involving aircraft JL 1628 north of Fairbanks on November 18, 1986 at 0218 UTC.

My name is Samuel J. Rich (SR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

The pilot of JL 1628 reported that he had traffic at his altitude. He stated it was a big plane with yellow and white lights. We advised him we had no traffic in his position. We adjusted the radar PVD to approximately a 25 mile scale and there was a radar return in the position the pilot had reported traffic.

I called ROCC to ask if they had any military traffic operating near JL 1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL 1628. ROCC advised that they had traffic near JL 1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL 1628, they said they would call back. However, there was no further communication regarding the request for a scramble.


Samuel J. Rich
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1986

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is John L. Aarnink (AA). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2230 UTC, November 17, 1986 to 0630 November 18, 1986 I was on duty in the Anchorage ARTCC. I was training on Sector D13 from 2300 UTC, November 17, 1986, to 0300 UTC, November 18, 1986.

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John-L. Aarnink
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

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My name is Joseph Rollins (JR). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska. During the period of 2340 UTC, November 17, 1986 to 1850 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the E1 position from 0006 UTC, November 18, 1986 to 0425 UTC, November 18, 1986.

During the time period prior to this incident all operations were normal. I had assigned Mr. Henley to the combined R15, D15 position to work by himself. The traffic was light and lunch breaks were in progress. At approximately 0220 UTC Mr. Henley informed me that JL1628 had indicated that he had traffic and wanted information. I then advised the Area Manager that JL1628 was requesting information on traffic that we were not aware of. Mr. Rich returned from lunch and was assigned the D15 position and Mr. Henley was moved to the R15 position. I understood that Mr. Aarnink had plugged into the C15 position only to observe. During the time following my being notified, I was involved in operational supervision and coordination between the controllers and the Area Manager. I intermittently monitored the radar but at no time observed any radar data that in my opinion, conclusively indicated traffic for the JL1628 flight. At 0254 UTC I informed the Area Manager that the pilot of JL1628 had lost visual contact with his traffic.



Joseph Rollins
Area Supervisor
Anchorage ARTCC

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) north of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Erland D. Stephens (AS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the Area Manager in Charge position from 0100 UTC, November 18, 1986, to 0900 UTC, November 18, 1986.

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Erland D. Stephens
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

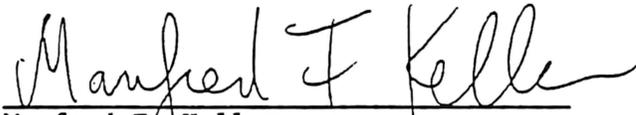
FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

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My name is Manfred F. Keller (FK). I am employed as an Automations Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I interpreted the recorded data (radar) reference JL1628. I searched the specific areas where the pilot reportedly had traffic and could not find any indications of other target information.



Manfred F. Keller
Manfred F. Keller
Air Traffic Control Specialist
Anchorage ARTCC

PERSONNEL STATEMENT

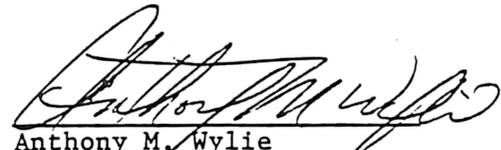
FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 7, 1987

The following is a report concerning the incident to JL1628 North of Fairbanks, Alaska, on November 18, 1986 at approximately 0218 UTC.

My name is Anthony M. Wylie (AW). I am employed as a Quality Assurance Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

I have reviewed the Continuous Data Recording of ZAN EARTS, (radar data), reference JL1628 alleged sightings. I could not find any target information in the vicinity of the reported traffic. The radar track appeared to be normal and consistent with other tracking data I have reviewed in the past.


Anthony M. Wylie
Quality Assurance Specialist
Anchorage ARTCC