SELECTED PORTIONS OF TRANSCRIPTION
CONCERNING THE INCIDENT INVOLVING JAPAN AIRLINES FLIGHT 1628
ON NOVEMBER 18, 1986, AT APPROXIMATELY 0218 UTC
(UNIVERSAL TIME COORDINATED - NOVEMBER 17, 1986
ALASKA STANDARD TIME, 6:18 P.M.)

0219:15 JL1628 Anchorage Center, Japan Air sixteen twenty eight; ah do you have any traffic, ah seven o'clock above?
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.
0221:19 R/D15 Japan Air sixteen twenty eight heavy; Sir if your able to identify the type of aircraft, ah—and see if you can tell whether its military or civilian.
0221:35 JL1628 Ah, Japan Air sixteen twenty eight; we cannot identify ah, the type, ah but, ah we can see, ah navigation lights and ah, strobe lights.
0221:48 R/D15 Roger sir, say the color of the strobe and beacon lights?
0221:56 JL1628 The color is ah, — white and yellow, I think.
0223:37 R/D15 Ya, could you (ROCC) 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?
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.
0225:43 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...

JL1628 = Japan Air Lines flight #1628
R15 = Controller position, Anchorage Air Route Traffic Control Center
D15 = Controller position, Anchorage Air Route Traffic Control Center
ROCC = (Military) Regional Operations Command Center
Negative, uhuh, it's not erroneous. I want you (ROCC) 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.

That is affirm. We do not have anybody up there right now, ah. Can you give me the position of the primary your receiving?

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.

Okay, I've got him about his-ah, oh-it looks like about, ah-ten o'clock, at about that range, yes.

Alright keep an eye on that, and ah-see if-ah, any other military (unintelligible) in that area.

It is an unknown, okay, we've lost contact with it now.

It's ah, I think ah, very quite big ah, plane.

Are you (Fairbanks FAA tower) pickin up a primary target right with that aircraft?

Ah, no. It's (the JL1628) the only target I see there.

If you see a primary with it, keep your eye on it. And he should be at three five oh(zero)also.

Alright, very good, we're watching.

Japan Air sixteen twenty eight, ah request descent.

Japan Air sixteen twenty eight, request three one zero.

Japan Air sixteen twenty eight heavy, understand, requesting flight level three one zero.

Japan Air sixteen one er correction sixteen twenty eight heavy, descend at pilot discretion-maintain flight level three one zero.

Leaving three five zero to three one zero.

Japan Air sixteen twenty eight heavy, do you still have your traffic?

Still, ah, coming ah, ah, right formation, in ah formation.
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.
0235:24  D15  Approach center (Fairbanks FAA tower) on the sixty one line.
0235:27  FBKS  Approach.
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.
0235:39  D15  Do you have any traffic with him? He sees traffic, he was deviating.
0235:44  FBKS  Ah - ya, no we don't. I don't see anything there aside from his, ah-his target.
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.
0237:23  ROCC  Okay. We have, no, we have confirmed, we have no military aircraft working up there.
0237:25  D15  Okay thank you very much.
0237:29  D15  You have no traffic at all?
0237:30  ROCC  That's correct, does he (JAL-1628) still have somebody visual?
0237:32  D15  He says he does.

FBKS = Fairbanks Airport FAA Approach Control (Tower)
Japan Air sixteen twenty eight heavy. Sir, does your traffic appear to be staying with you?

(unintelligible) just looking.

Japan Air sixteen twenty eight. Say again?

It ah-disappeared. Japan Air sixteen twenty eight.

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.

Okay, where is he following him?

It looks like he is, yes.

Japan Air sixteen twenty eight heavy; roger. At your discretion proceed direct Talkeetna, Jay one two five Anchorage. (JL25 = air route)

Japan Air sixteen twenty eight; roger. Sir, the military radar advises they do have a primary target in trail of you at this time.

Okay do you have anybody you can scramble up there?

I'll tell you what, we're gonna talk to your liaison sir about that.

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.

Ah-I'm gonna talk to my other radar man here - has gotta, he's got some other equipment watching this aircraft.

Okay.

Roger sir. Would you (JAL 1628) like our military to scramble on the traffic?

Negative, negative.

Anchorage Center. Japan Air sixteen twenty eight. Confirm direct to Talkeetna, three one zero.

Japan Air sixteen twenty eight heavy; affirmative. Direct Talkeetna and descend at pilot's discretion, maintain flight level two five zero.
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.

Okay thank you very much S-R.

Japan Air sixteen twenty eight heavy. Do you still have the traffic?

Ah-affirmative. Ah-nine o'clock, ah, ah.

United sixty nine, Anchorage request.

Ah, go ahead, United sixty nine heavy.

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.

Okay fine, ah-we'll look for ya.

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.

We'll be looking, that's ah-ah, can't see anything yet.

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.

Thank you.

United sixty nine heavy, turn ten degrees left, radar vectors, ah-to see traffic.

Japan Air sixteen twenty eight heavy. Say the position of your traffic.

Ah-now, ah-ah-moving to ah-around ten mile, now-ah-ah-position-ah-seven, ah-eight o'clock, ten mile.

Japan Air sixteen seventy eight heavy; roger.

UA69 = United Airlines flight #69
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.

0250:46  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.

0251:32  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.

0252:31  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 (military C130 flight) 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.

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.

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

**TOTEM = Military C130 aircraft**
0254:09  R15  Japan Air sixteen twenty eight heavy, flash your landing lights please.
0255:25  TOTEM  Ah, yes sir, we've got him insight.
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.
0323:  JL1628 landed at Anchorage International Airport (approximate)
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