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

Date: January 9, 1987

Reply to Attn. of:

Anchorage ARTCC
5400 Davis Hwy.
Anchorage, Alaska

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

Agencies Making Transmissions

Japan Airlines Flight 1628
Anchorage ARTCC Combined Sector R/D15
Anchorage ARTCC Sector D15
Anchorage ARTCC Sector R15
Regional Operations Command Center
United Airlines Flight 69
TOTEM71
Fairbanks Approach Control

Abbreviations

JL1628
R/D15
D15
R15
ROCC
UA69
TOTEM
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
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
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
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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

0224:09  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 we're 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
Okay if you see a primary watch that fifteen fifty code if you have time

Ya

If you see a primary with it keep your eye on it and he should be at three five oh 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 twenty eight heavy your transmissions are broken say again

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

Japan Air sixteen twenty eight understand
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 heavy 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 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)
Where is this search return at right behind him or where

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

Okay we're gonna call the military desk on this

Okay thank you

Okay R-F

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

Japan Air sixteen twenty eight Anchorage request

Go ahead

Roger sir would you like our military to scramble on the traffic

Negative negative

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

Roger

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
Ah pilot's discretion two five zero Japan Air sixteen twenty eight

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

R-F

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

Japan Air sixteen twenty eight understand in sight in same position

Japan Air sixteen twenty eight sir do you still have the traffic

Ah say again please

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
R15 0244:43
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

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

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

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

R15 0245:24
United sixty nine heavy affirmative

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

R15 0245:49
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

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

R15 0246:12
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

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

That'll be fine

Japan Air sixteen twenty eight heavy maintain flight level three one zero

Japan Air one six two eight (unintelligible) maintain three one zero

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

Left United sixty nine

Ah say again the traffic (unintelligible)

Aircraft calling Anchorage Center with traffic say again

United sixty nine can you point the traffic out again please

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 alimeter 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

0253:10 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 couldn't see ah U-F-O 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
Okay sir we're searching this time we think we have him.

Japan Air sixteen twenty eight heavy flash your landing lights please.

And Center Totem seven one would like to climb to two four zero.

Totem seven one climb and maintain flight level two four zero.

Out of two one zero for two four zero Totem seven one.

Totem seven one the seven forty seven is now two o'clock one five miles southbound three one zero.

Ah yes sir we've got him insight.

Totem seven one understand you do have him insight.

(unintelligible)

Totem seven one do you see any traffic in his vicinity.

Not flashing any lights at this time sir.

Totem seven one deviations approved as ah necessary to ah take a look.
Okay sir Totem seven one wilco

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

Okay that would be Elmendorf sir but ah understand direct

Totem seven one that's my correction sir be direct Elmendorf your discretion

Roger sir

Anchorage Center Japan Air one six two eight leaving ah three one zero for ah two five zero now

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

Roger

Japan Air sixteen twenty eight heavy contact Anchorage Center one one eight point two

Eight point two good day

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<td>NORAD</td>
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<td>POTAT</td>
<td>Intersection location name on airway map. (Northwest of Fort Yukon.)</td>
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<td>INS</td>
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