

Prepared by
FAA, AK. REGION
PUBLIC AFFAIRS
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& ADDS PUNCTUATION)

AAL-5, FAA
February 4, 1987

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

page two - flight 1628

0225:50 R/D15 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.

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.

0226:18 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.

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

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

0231:48 R15 Are you (Fairbanks FAA tower) pickin up a primary target right with that aircraft?

0231:58 FBKS Ah, no. It's (the JL1628) the only target I see there.

0232:04 R15 If you see a primary with it, keep your eye on it. And he should be at three five oh(zero)also.

0232:05 FBKS 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.

0232:41 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.

page 3 - flight 1628

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)

page 4 - flight 1628

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.

0239:01 R15 Japan Air sixteen twenty eight. Say again?

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

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. (J125 = air route)

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.

0240:35 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.

0240:51 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.

0240:13 R15 Roger sir. Would you (JAL 1628) like our military to scramble on the traffic?

0240:17 JL1628 Negative, negative.

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.

page 5 - flight 1628

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.

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.

0245:49 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.

0246:59 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.

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.

UA69 = United Airlines flight #69

page 6 - flight 1628

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-O, 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

page 7 - flight 1628

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