

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

DRAFT

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 9, 1987

The following is a report concerning the incident involving aircraft JL1628 north of Fairbanks, Alaska 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.

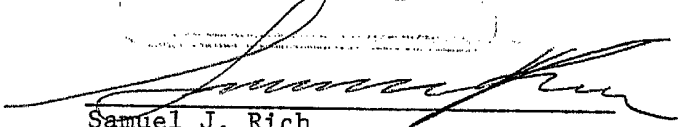
During the period of 0035 UTC, November 18, 1986, to 0835 UTC, November 18, 1986, I was on duty in the Anchorage ARTCC. I was working the D15 position from 0230 UTC, November 18, 1986, to 0530 UTC, November 18, 1986.

I returned from my break at approximately 0218 UTC to relieve Mr. Henley on the sector R/D15 position. In the process of relieving Mr. Henley I heard the pilot of JL1628 ask if we had any traffic near his position. I continued to monitor the position as Mr. Henley was too busy to give me a relief briefing. I monitored the situation for approximately twelve minutes at which time I assumed the D15 position and Mr. Henley moved to the R15 position. During the twelve minute period I heard the JL1628 pilot report the color of the lights were white and yellow. After the radar scale was reduced to approximately twenty miles I observed a radar return in the position the pilot had reported traffic.

After assuming the D15 position I called the ROCC at approximately 0230 UTC to ask if they had any military traffic operating near JL1628. The ROCC said they had no military traffic in the area. I then asked them if they could see any traffic near JL1628. ROCC advised that they had traffic near JL1628 in the same position we did.

I asked ROCC if they had any aircraft to scramble on JL1628, they said they would call back. I received no further communication regarding the request for a scramble.

DRAFT


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 working the C15 position from approximately 0218 UTC, November 18, 1986 to 0250 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

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