

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

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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.

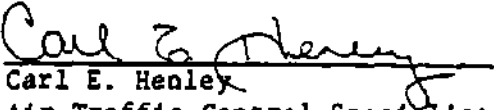
During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

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