

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRANSPORTATION SECURITY

On November 17, I responded to a call from the ROC reference an incident involving unidentified air traffic (UAT) following JAL flight 1628 into Anchorage. I asked Agent Mickle to meet me at Anchorage Airport.

Upon arriving at ANC, I met Agent Mickle and Inspector Wright (FSDO-63) who had been at the aircraft. All three of us then proceeded to JAL operations to interview the crew. At JAL Operations we met with Captain Terauchi, 1st Officer Tamefuji, and 2nd Officer Tsukuda along with Mr. Shimbashi, the JAL Operations Manager at Anchorage.

The three crewmen stated that just after passing POTAT intersection inbound to Anchorage on J529 they observed strange lights ahead of their B-747. These lights changed position after 2 minutes but remained in front of the A/C for another 10 minutes, then moved to the left side of the A/C. They stated that all they could see were the lights and at no time could they see any craft. However, they did show an object on their WX radar at about 7 miles. The lights were yellow, amber, and green, but no red. The lights were in two separate sets which changed position relative to one another. The crew said that they contacted ARTCC confirmed that they also had it on radar. Near Fairbanks, the crew executed a 360° turn and the lights stayed with them off of their left side. They then proceeded to Anchorage and the lights were still visible until around 40 miles north of TK when they moved away to the east. The crew reported their speed as 0.84 Mach and their altitude between FL390 and 310 as assigned along the route.

The only problem noted with their systems was some static in the VHF receiver. The Navigational system in use was INS with no apparent problems.

Upon completion of my discussion with the crew, I called Captain Stevens (Duty Officer to NORAD) and asked if he had any question other than what I had asked. He said he had no other questions, but they also showed two targets on radar (one was JAL). He stated that they would give all data to Intelligence in the morning. I then asked Bobby Lamkin by phone if AF was holding the data and he said yes.

INTERVIEWED/REVIEWED ON November 17, 1987 AT Anchorage, Alaska
BY Special Agents James Derry FILE NO. _____

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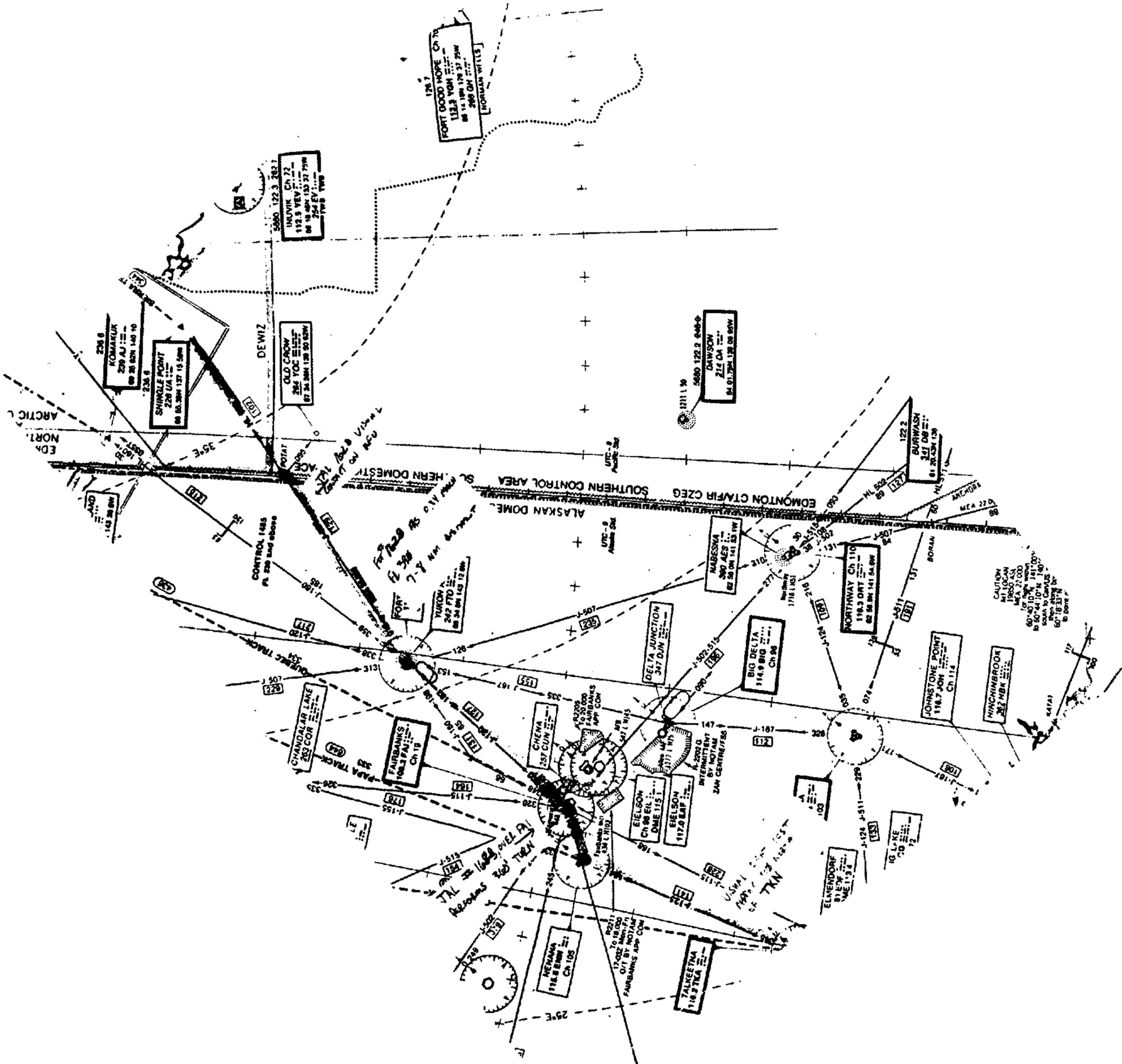
Agent Mickle and I then met with Dave Smith (ACS-300) and briefed him on the incident.

On the morning of November 18, I briefly discussed the incident with AAL-1 & 2.

Attached is a statement from Agent Mickle and a chart and drawings by the JAL Captain.

Only the drawings are by Cpt. Teruchi
the chart was drawn by Agent Mickle from
the Captains statement *[Signature]* -

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178.7
 FORT GOOD HOPE Ch 70
 113.3 YOH
 88 14 10W 178 37 75W
 260 CH
 [HORMAN WILLS]

5000 122.3 282.7
 INUVIK Ch 22
 112.5 VEV
 88 18 40W 133 37 75W
 254 EV

238.6
 KOMARUK
 209 AJ
 88 28 02W 140 10

238.6
 SHINGLE POINT
 228 UA
 88 05.30W 137 19 50W

DEWIZ
 OLD CROW
 285 YOC
 87 34 20W 138 50 00W

1211.9
 5600 122.2 440-P
 DAWSON
 214 CA
 84 01.70W 138 08 00W

122.2
 BURWASH
 341 DB
 84 28-04 138

EDMONTON CTA FIR CZEG SOUTHERN CONTROL AREA
 ALASKAN DOME
 UIC-9 Atlantic Std
 UIC-2 Pacific Std

1718.1051
 NAGESNA
 260 AES
 82 58 01W 141 53 10W

178.3 DRT
 NORTHWAY Ch 110
 82 58 01W 141 54 00W

CAUTION
 AT LOCAN
 19800 ASL
 MSL 22 000
 60°40'10"N, 141°00'
 south to Canada
 then along 60°
 60°18'33"N
 to base

116.7 JON
 JOHNSTONE POINT
 Ch 114

282 MBR
 MINCHINGBROOK

283 COR
 CHANDALAR LAKE

108.3 FAI
 FAIRBANKS
 Ch 19

257 CUN
 CHENA

Ch 98 EIL
 EIELSON
 DME 115.1

117.0 EAP
 EIELSON

116.8 ENW
 MENANA
 Ch 105

118.2 TNA
 TALKETINA

81.5 OF
 ELVENDORF
 Ch 113

10 LAKE

17-03Z
 10 18 00
 OUT BY NOTAM
 FAIRBANKS APP COM

A-2202 G
 INTERMITTENT
 BY NOTAM
 ZAN CENTRE/FSS

19 20 00Z
 FAIRBANKS
 APP COM

17-03Z
 10 18 00
 OUT BY NOTAM
 FAIRBANKS APP COM

CONTROL 1485
 PL 200 land above

EDMONTON
 ARCTIC
 NORTH

DEWIZ

POTAT

CONTROL 1485
 PL 200 land above

CHANDALAR LAKE
 283 COR

FAIRBANKS
 108.3 FAI

CHENA
 257 CUN

EIELSON
 Ch 98 EIL

EIELSON
 117.0 EAP

MENANA
 116.8 ENW

TALKETINA
 118.2 TNA

ELVENDORF
 81.5 OF

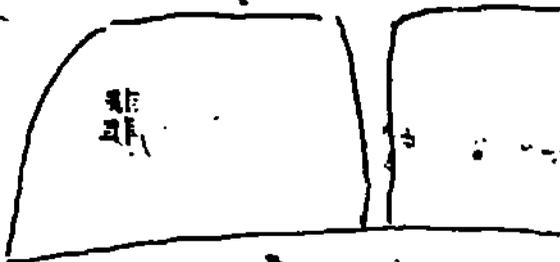
10 LAKE

DEWIZ

POTAT

AT POTAT

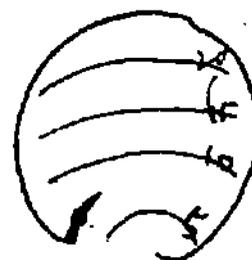
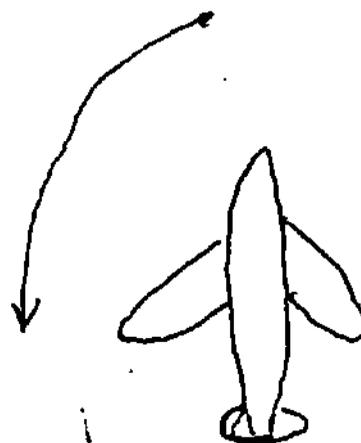
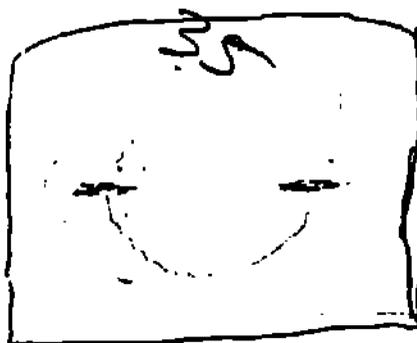
1.



2.



3.



Drawing by
 Lt. Kenji Toranichi
 JAL - Pilot
 Nov. 17th

[Handwritten signature]

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIR TRANSPORTATION SECURITY

As per telephonic request from FSDO-63, the following are the events which took place on November 17, 1986 and were taken from my personal notes during the interview: Responded to Japan Airlines station office as instructed by Manager (James S. Derry), AAL-700. Myself and Jim Derry interviewed the crew of JAL Flight 1628, which reported the sighting of unidentified air traffic. The flight crew consisted of the Captain, Kenju Terauchi, First Officer Takanori Tamefuji, and Flight Engineer Yoshio Tsukuda. Captain Terauchi stated the cargo only flight had departed Reykjavik, Iceland. Captain Terauchi stated he first sighted (visually) the unidentified air traffic (UAT) in the vicinity of Potat intersection and the ADIZ. The aircraft he was piloting (B747) was at flight level 390, airspeed 0.84 Mach. Captain Terauchi indicated the UAT was in front of his aircraft at a distance of approximately seven to eight nautical miles for approximately 12 minutes. The Captain stated the distance was indicated by the onboard Bendix color radar. Captain Terauchi stated that while he had a visual on the UAT, he spotted yellow, amber and green lights, and a rotating beacon, but no red lights. The Captain said there were two distinct sets of lights, but appeared to be joined together (as fixed to one object). Captain Terauchi ascertained through visual sighting and radar, that the UAT was equal in size to a B747, possibly larger.

Captain Terauchi stated that during the visual sighting, the lights of the UAT changed from a horizontal position to a vertical position and had positioned itself from in front of the B747 to port side. The UAT stayed on the port side for approximately 35 minutes.

Captain Terauchi said he was communicating with ARTOC personnel during the sighting. The captain stated he requested, and received, permission to perform a 360 degree turn while in the vicinity of Fairbanks, Alaska, which he had a visual on. Captain Terauchi stated the UAT maintained its position on the port side during the turn. Captain Terauchi stated visual sight of the UAT was lost approximately 40 nautical miles north of Talkeetna, while continuing on to Anchorage.

Additional information regarding the flight:

Captain Terauchi stated there was static during VHF communications with the ARTOC.

Captain Terauchi indicated there was erratic movement with lights of the UAT during the visual contact.

Navigation was being performed by coupling of the onboard INS's.

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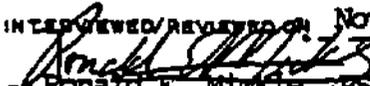
Captain TERAUCHI stated that FAA ATC had indicated to him the presence of a primary target in addition to his aircraft.



Ronald E. Mickle
PSI, AAL-700

Addendum: Through a confidential source at Japan Airlines, it was stated to me that this was not the first sighting of an unidentified aircraft by Captain TERAUCHI.



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BY  Ronald E. Mickle, PSI, FAA, AAL-700 FILE NO. _____