



<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Theresa Cartier (TW)	8. TITLE: SATCS	9. POSITION AND TIME (UTC): AREA3 FM 2359-0119 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>I heard the Sector 19 Controller, Paul Lindstrom, relaying through another Northwest (NWA) flight to have NWA188 come up on Minneapolis ARTCC frequency 119.87 I then called Northwest Dispatch to have NWA188 come up on Minneapolis ARTCC frequency 119.87. The Northwest Dispatcher, Dave Francisco, stated he had previously sent another ACARS to the aircraft but would send one for frequency 119.87.</p> <p>Then I checked to make certain Pat Sullivan, the Operations Manager In Charge (omic) was aware of the NWA188 situation. He was not aware of the situation, I told him NWA188 was a NORDD and had been for some time.</p> <p>When NWA188 flew over Redwood Falls (RWF) I called Northwest Dispatch again to see if they had heard from the aircraft as we had not. Dave Francisco, Northwest Dispatch said he would continue trying to contact the aircraft using ACARS and cell call. He asked me if NWA188 had ever changed beacon codes and I told him no.</p> <p>I went to the omic desk to show Kathy Regan, NWA188's position using see all function. I told her he was still NORDD.</p> <p>I called Minneapolis Approach Control to make sure they were aware of the NWA188 situation as I expected the aircraft to enter the hold at Minneapolis.</p> <p>They were aware of the situation and watching on radar.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: October 28, 2009	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
<b>PERSONNEL STATEMENT</b>		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Theresa Cartier (TW)	8. TITLE: SATCS	9. POSITION AND TIME (UTC): AREA1 FM 2359-0119 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>During the entire time period, the Sector 19 controller, Paul Lindstrom tried many times to contact NWA188 including telling him to respond with an Ident. Numerous Northwest aircraft attempted to contact the flight on the emergency frequency.</p> <p>My third call to Northwest Dispatch was after NWA188 flew over the MSP ARTCC / MSP Apch boundary. Dave Francisco asked if they were viewing the correct information, NWA188 at FL370 near Minneapolis? I told him yes.</p> <p>The Sector 19 Controller pointed <del>the</del><sup>TR</sup> out the NWA188 flight to Sector 15 and handed the data block off to Sector 16.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: October 28, 2009	



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:  
Minneapolis ARTCC

2. REPORT NUMBER:  
PCL-C-ZMP-09-011

3. AIRCRAFT IDENTIFICATION AND TYPE:  
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:  
Minneapolis, MN

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
October 22, 2009, 0023 UTC

6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS):  
Dwight Anderson (NW)

8. TITLE:  
SATCS

9. POSITION AND TIME (UTC):  
AREA2 FM 2328-0355 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:  ORIGINAL  SUPPLEMENTAL

I WAS THE CLM IN AREA 2 WHEN I WAS ADVISED BY THE AMIE THAT A NORDO AIRCRAFT - NWA 188 WAS ENTERING AREA 2 AND WAS SUSPECT AS IT HAD OVERFLOWN ITS DESTINATION - MSP. IT WAS ABOUT TO ENTER SECTOR 16. I ASKED THE CONTROLLER IF HE HAD BEEN ABLE TO ESTABLISH COMMUNICATION AND HE HAD NOT. I CALLED DELTA DISPATCH TO FIND OUT IF THEY HAD BEEN IN COMMUNICATION WITH THE FLIGHT. THEY HAD NOT. THEY SAID THEY HAD SENT NUMEROUS AERAS AND COLCALL MESSAGES BUT WITH NO RESPONSE. THEY WERE CLEARLY CONCERNED. BY THIS TIME THE AIRCRAFT WAS HANDOFF OFF TO SECTOR 13. THE SECTOR 16 CONTROLLER BRIEFED HIM ON THE STATUS OF THE FLIGHT. AT THAT TIME I RECEIVED A CALL FROM I BOUGUE TMLU WHO SAID THE LAST FREQUENCY DENVER HAD COMMUNICATED WITH WAS 133.45. I ASKED THE SECTOR 16 CONTROLLER TO ASK THE NWA SET FOLLOWING NWA188 TO TRY AND COMMUNICATE WITH HIM AND IF SUCCESSFUL TO PUT HIM ON SECTOR 13'S FREQUENCY. THIS AIRCRAFT REPORTED BACK THAT THEY WERE SUCCESSFUL. SECTOR 13 THEN CALLED SECTOR 16 TO ADVISE THEY HAD HIM AND HE DECIDED TO RETURN TO MSP. HE WAS PUT ON SECTOR 16'S FREQUENCY AND CLEARED TO MSP VIA THE 66P 5 ARRIVAL. WB WOULD ASKED TO GIVE THIS AIRCRAFT SOME TURNS AWAY FROM THE AIRPORT WHICH HE COMPLIED WITH. WB THEN ASKED HIM FOR THE REASON HE WAS OUT OF TOUCH TO WHICH HE REPLIED "COCKPIT DISTRACTION".

12. SIGNATURE:

13. DATE OF SIGNATURE:  
10/28/09

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
PERSONNEL STATEMENT**


1. NAME OF REPORTING FACILITY: **Minneapolis ARTCC**  
 2. REPORT NUMBER: **PGLCZmp 09011**  
 3. AIRCRAFT IDENTIFICATION AND TYPE: **NWA188**

4. LOCATION OF ACCIDENT/INCIDENT: **MSP**  
 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): **10/21/2009**  
 6. EQUIPMENT ATTACHMENT:  YES  NO  
 7. NAME (OPERATING INITIALS): **Kathleen Regan**  
 8. TITLE: **DM**  
 9. POSITION AND TIME (UTC):

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:  ORIGINAL  SUPPLEMENTAL

At 0058z I was informed by the AREA 3 FIM that they had an unusual situation. NWA188 was nonbo, landing MSP at FL370 25 SW of MSP and had not contacted anyone. I asked how long he had been nonbo and was told for quite some time. I reported it to the Den at that time. Area 3 FIM contacted NWA Dispatch and they relayed msg, tried contact through various aircraft and 121.5. NWA188 overflew MSP and continued on north east heading. AT approximately 0008z I requested fighter assistance through the Den. AT 0014z we reestablished communications with NWA188. ~~we~~ ~~we~~ controller questioned pilot about situation and was told it was cockpit distractions. Had aircraft perform turns to verify compliance. Again asked about distractions and was told, "we're just dealing with some company issues here and that's all I can tell you at this time." NWA188 landed MSP 0205z.

12. SIGNATURE:   
 13. DATE OF SIGNATURE: **10/21/09**



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:  
Minneapolis ARTCC  
2. REPORT NUMBER:  
PGL-C-ZMP-09-011  
3. AIRCRAFT IDENTIFICATION AND TYPE:  
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:  
Minneapolis, MN  
5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
October 22, 2009, 0023 UTC  
6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS):  
Diane Hillerson (Z/H)  
8. TITLE:  
SATCS  
9. POSITION AND TIME (UTC):  
AREA 5 PM 2007-0359 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:  ORIGINAL  SUPPLEMENTAL

I WAS FIRST MADE AWARE THAT NWA188 WAS NORDO BY SECTOR 29 CONTROLLER (BB) WHO HAD BEEN ADVISED BY ZDV SECTOR 09 AND ZDV WAS STILL LOOKING FOR NWA188. I IMMEDIATELY CALLED NWA DISPATCH TO SEND A MESSAGE TO CONTACT ZMP SECTOR 29 FREQUENCY. WHEN NWA188 WAS HANDED OFF TO ZMP SECTOR 19, I VERIFIED THAT AREA 3 WAS AWARE OF NWA188 NORDO SITUATION.

[REDACTED SIGNATURE] 12. DATE OF SIGNATURE:  
10/28/09



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY: **Minneapolis ARTCC**      2. REPORT NUMBER: **PGL-C-ZMP-09-011**

3. AIRCRAFT IDENTIFICATION AND TYPE: **NWA188, A320**

4. LOCATION OF ACCIDENT/INCIDENT:  
**Minneapolis, MN**

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
**October 22, 2009, 0023 UTC**

6. EQUIPMENT ATTACHMENT:  
 YES     NO

7. NAME (OPERATING INITIALS):  
**Patrick G. Sullivan (PQ)**

8. TITLE:  
**OM**



9. POSITION AND TIME (UTC):  
**Not On Position**



10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT       ORIGINAL     SUPPLEMENTAL

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:  
**11/6/09**

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Michael Kacher (KR)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 16 R 0022-0150 UTC	
<p>10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.</p>			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL	
		11. DATE OF SIGNATURE: 10/28/09	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): David Schwietz Jr. (PS)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 13 D 0117-0122 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I was working the Radar associate position at sector 13. I coordinated a heading and altitude for NWA 188 with sector 16.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/30/09	





**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:  
Minneapolis ARTCC

2. REPORT NUMBER:  
PGL-C-ZMP-09-011

3. AIRCRAFT IDENTIFICATION AND TYPE:  
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:  
Minneapolis, MN

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
October 22, 2009, 0023 UTC

6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS):  
Victoria Rolf (VI)

8. TITLE:  
SATCS

9. POSITION AND TIME (UTC):  
AREA1 FM 2220-0400 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT.  ORIGINAL  SUPPLEMENTAL

I was retrieving the military schedule from the printer and heard a controller telling the Area 2 FLM that NWA188 was NORDDO and coming over MSP. I returned to Area 1 and pulled the aircraft up on the radar monitor. I did a flight plan readout and saw aircraft was flight planned to MSP. I went over to R13 controller, asked him to expand out and pull up flight. I told him the aircraft was NORDDO and was supposed to land MSP. He asked what he should do if he got communications and I told him to ask the aircraft if they were ok and if they could turn back to MSP. I put a hold in and paged two additional people to the area.



I went over to Area 2 and asked the Supervisor if there was anything else I should know. The FLM said no one had talked to him since 20V. The AMIC came to me and asked if I knew about the aircraft and I said yes. I told her that the Area had people in place and we are ready for whatever you need.

A few minutes later the controllers in R13 and D13 said "we got em" and I immediately called the AMIC and informed her. Then the controller in R13 was turning the aircraft to MSP and I was observing and the AMIC came and told me to ask the aircraft "is the cockpit secure?" The R13 controller asked and I was informed the pilot told them yes. The AMIC then requested that we ask the pilot another question regarding the reason for NORDDO and I said and confirmed with the sector, we already transferred communications to sector 16.

12. SIGNATURE: [Redacted]

11. DATE OF SIGNATURE:  
10-30-09

FAA [Redacted]

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A329	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Katie Peltz (QM)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 13 D 0109-0116 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>NWA 188 checked on while I was on 13D. I monitored communications and relayed information to the area supervisor.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 10-28-09	

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY: **Minneapolis ARTCC** 2. REPORT NUMBER:

3. AIRCRAFT IDENTIFICATION AND TYPE: **NWA 188**

4. LOCATION OF ACCIDENT/INCIDENT:

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): **10/21/09**

6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS): **PATAZOK G. SULLIVAN (PG)**

8. TITLE: **OPERATIONS MANAGER**

9. POSITION AND TIME (UTC):



10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.



11. TEXT OF STATEMENT:  ORIGINAL  SUPPLEMENTAL

I was at the watch desk when the Area 3 FLM came up to report NWA 188 was NORDD. I asked her where the destination was. She replied "msp, we should get him shortly." I did not ask how long the flight had been NORDD. I wrote the information down on a piece of paper at the watch desk. I cannot swear that I told the other OM about NWA 188 before I left the area.

[REDACTED SIGNATURE]

13. DATE OF SIGNATURE: **10/29/09**

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER:
		3. AIRCRAFT IDENTIFICATION AND TYPE:	
4. LOCATION OF ACCIDENT/INCIDENT:	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): MICHAEL KACHER (KR)	8. TITLE: CPL	9. POSITION AND TIME (UTC):	
<p>10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.</p>			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>SECTOR 19 COORDINATED A HANDOFF TO ME AT SECTOR 16 ON NWA188 A NORDO A/C AT FL370 NORTHEAST BOUND. THE FLM HAD ME TRY TO <del>SET UP</del> ESTABLISH COM WITH NWA188 THRU NWA1510 USING A FREQUENTLY PREVIOUSLY USED BY NWA188. SECTOR 13 CALLED AND SAID THEY WERE TALKING TO HIM AND WE COORDINATED INSTRUCTIONS TO BRING HIM BACK TO MSP. THE FLM ADVISED ME TO ROUTE HIM OVER THE GEP5 ARRIVAL. THE AMIC HAD ME TWICE QUESTION THE PILOT ON DETAILS OF OVERFLYING THE AIRPORT. I WAS ALSO TOLD TO ISSUE 2 VECTORS TO HIM BEFORE RESUMING NWA188 BACK TO MSP. AT 0129 I ISSUED THE AIRCRAFT A CLEARANCE TO OLLIE AND THE GEP5 ARRIVAL AND TRANSFERRED COM TO SECTOR 10.</p>			
		12. DATE OF SIGNATURE: 10/21/09	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Dennis Hunsinger (DH)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 13 R 2327-0131 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT. <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>NWA188 WAS ENTERING SECT 13 FROM THE WEST, LEVEL AT FL 370, AS A NORDO AIRCRAFT. I WAS GIVEN BY MY D-SIDE THE LAST KNOWN FREQUENCY THAT NWA188 WAS BELIEVED TO BE ON. I ASKED ANOTHER NORTHWEST AIRCRAFT TO GO OVER TO THAT FREQUENCY TO TRY AND RAISE NWA188 AND HAVE THEM COME UP ON MY FREQUENCY. NWA188 SHORTLY AFTER THAT, CAME UP ON MY FREQUENCY. NWA188 ASKED FOR A CLEARANCE TO MINNEAPOLIS. I ASKED ABOUT FUEL STATUS AND IF COCKPIT WAS SECURE. THEN GAVE AIRCRAFT CLEARANCE TO MSP VIA RADAR VECTORS EAU.EAU8.MSP. HANDED OFF A/C TO SECT 16. AND TRANSFERRED COMMUNICATIONS AND CONTROL OF AIRCRAFT TO SECT 16.</p>			
		12. DATE OF SIGNATURE: 10/29/09	



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:  
Minneapolis ARTCC

2. REPORT NUMBER:  
PGL-C-ZMP-09-011

3. AIRCRAFT IDENTIFICATION AND TYPE:  
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:  
Minneapolis, MN

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
October 22, 2009, 0023 UTC

6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS):  
Peterson, Eric (VG)

8. TITLE:  
ATCS

9. POSITION AND TIME (UTC):  
10 R 0043-0227 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT.  ORIGINAL  SUPPLEMENTAL

I WAS WORKING SECTOR 10. IT WAS A ROUTINE SESSION. NWA188 CHECKON, I GAVE NWA188 A CROSSING RESTRICTION TO CROSS OLLEE AT 11,000. NWA188 COMPLIED, THEN I SWITCHED NWA188 TO MSP APPROACH.

12. SIGNATURE: 

13. DATE OF SIGNATURE:  
10/29/2009



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:  
Minneapolis ARTCC

2. REPORT NUMBER:  
PGL-C-ZMP-09-011

3. AIRCRAFT IDENTIFICATION AND TYPE:  
NWA 188, A320

4. LOCATION OF ACCIDENT/INCIDENT:  
Minneapolis, MN

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):  
October 22, 2009, 0023 UTC

6. EQUIPMENT ATTACHMENT:  
 YES  NO

7. NAME (OPERATING INITIALS):  
Paul Lindstrom (PW)

8. TITLE:  
ATCS

9. POSITION AND TIME (UTC):  
19 R 0037-0214 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:  ORIGINAL  SUPPLEMENTAL

Physically Pointed out NWA 188 to  
Sector 18 and advised that NWA 188  
was Nardo.

12. SIGNATURE OF

[Redacted Signature]

DATE OF SIGNATURE:

11/4/09



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY: Minneapolis ARTCC  
2. REPORT NUMBER: PGL-C-ZMP-09-011  
3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN  
5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC  
6. EQUIPMENT ATTACHMENT:  YES  NO  
7. NAME (OPERATING INITIALS): Bradley Adams (OU)  
8. TITLE: ATCS  
9. POSITION AND TIME (UTC): 16 D 0117-0124 UTC



10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 9I, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.


11. TEXT OF STATEMENT  ORIGINAL  SUPPLEMENTAL



*WAS ON 16D AND WAS relaying information to  
and from the OMIC and the sector*

12. DATE OF SIGNATURE: 10/23/09



 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Kathleen Regan (KE)	8. TITLE: OM	9. POSITION AND TIME (UTC): OMIC 2236-0300 UTC	
<p>10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.</p>			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> SUPPLEMENTAL	
		13. DATE OF SIGNATURE: 11-6-2009	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY: Minneapolis ARTCC	2. REPORT NUMBER: PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Earl Blake (BB)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 29 R 2353-0133 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT: <span style="float: right;"><input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</span>			
<ul style="list-style-type: none"> <li>- ZDV Center 09 Controller advised me NWA188 IS NORDO and they did attempt communication through another NWA flight.</li> <li>- I advised the FLM NWA188 IS NORDO</li> <li>- Shortly after I asked the FLM to call the dispatcher and attempt communications</li> <li>- I asked the FLM to advise AREA 3 FLM NWA188 IS NORDO</li> <li>- I advised sector 19 NWA188 IS NORDO</li> <li>- Subsequently I continued to monitor NWA188 outside sector 29. I called sector 13 and told them last known frequency was 126.32</li> </ul>			
12. [REDACTED]		13. DATE OF SIGNATURE: 10/29/2009	

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. NAME OF REPORTING FACILITY Minneapolis ARTCC	2. REPORT NUMBER PGL-C-ZMP-09-011
		3. AIRCRAFT IDENTIFICATION AND TYPE NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Minneapolis, MN	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Paul Lindstrom (PW)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 19 R 0037-0214 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT: <span style="float: right;"><input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL</span> <p style="margin-left: 100px;">PW 10/29/09</p> <p>I was advised NWA188 was NORDD.</p> <p>I tried to Reach NWA188 every way I knew possible.</p> <p>I advised my Supervisor.</p> <p>I showed NWA188 to sectors 11, 18, 15, 16, 09  PW 10/29/09  <del>ADVISED</del> and advised them that NWA188 WAS NORDD.</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE: 10/29/2009	