



Federal Aviation Administration


Memorandum

Date: October 30, 2009
To: System Ops Litigation
From: Minneapolis Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Pilot Deviation NWA188
Minneapolis , MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 13 D position for the time period from October 22, 2009, 0107 UTC, to October 22, 2009, 0123 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sawyer High Radar Associate Controller	D13
Minneapolis ARTCC, O'Neill High Controller	R29
Minneapolis ARTCC, Sawyer High Radar Controller	R13
Northwest Fifteen Fifty Three	NWA1553
Northwest One Eighty Eight	NWA188
Minneapolis ARTCC, Eau Claire High Radar Controller	R16

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.


Theodore N. Thomas
Acting Quality Assurance Manager
Minneapolis ARTCC

0107
(0108-0111)
0112

0112:34 D13 *(um) sector thirteen

0112:35 R29 hey this is twenty nine that northwest one eighty eight,

0112:37 D13 ya

0112:38 R29 he might have been on twenty six thirty two back in denver center

0112:41 D13 twenty six thirty two

0112:42 R29 try another pilot see if he can get him

0112:43 D13 okay we'll do it

0112:44 R29 just an idea (unintelligible)

0112:45 D13 yep (unintelligible)

0112:51 R13 northwest fifteen fifty three could you do a relay to ah company

0112:56 NWA1553 sure we can ah do that i did send a message to ah dispatch ah for thirty three seventy five now (unintelligible)

0113:02 R13 okay nope it's ah if you'd switch to a frequency one two six point three two twenty six thirty two broadcast for northwest one eighty eight see if you can raise that aircraft on that frequency please

0113:12 NWA1553 okay and where would you like me to send em if i get em there

0113:15 R13 ah right here if you would please ah twenty three seventy two

0113:19 NWA1553 okay we'll do that

0113:25 D13 alright (unintelligible) your equipment's working the rides (unintelligible) say like rhinelander west i think they're better east bound they're worse is that right danny ya um military none flow none (unintelligible)

0114

0114:06 NWA188 minneapolis northwest one eighty eight

0114:10 R13 northwest one eighty eight minneapolis center ah go ahead

0114:14 NWA188 ah roger ah we got ah distracted and we've over flown ah minneapolis we are over head eau claire and would like to make a one eighty and do arrival from eau claire

0114:24 R13 northwest one eighty eight roger turn to the right to a heading of one zero zero be radar vectors sets you up they are holding there and um we'll see if we can't get you in

0114:36 NWA188 okay copy a right one eighty to eau claire and expect holding at eau claire

0114:41 R13 and a northwest one eighty eight fly the heading of one zero zero be ah radar vectors for your descent also and you are cleared to minneapolis ah via radar vectors heading one zero zero for eau claire and the eau claire eight arrival

0114:55 NWA188 okay copy a one zero zero to pick up the eau claire eight arrival northwest one eighty eight

0115
0115:08 NWA1553 and northwest one eighty eight center um wants you up on ah thirty three seventy five

0115:15 NWA188 okay we'll come up on thirty three seventy five

0115:17 R13 uh and northwest one eighty eight no stay right here one two three point seven two twenty three seventy two for now and i'll have you over that arrival sector here in just a moment

0115:28 NWA188 okay do you want us to stay here on thirty three forty five or twenty three seventy two

0115:32 R13 ah you can stay right here and um on this frequency and i just have to verify that the cockpit is secure

0115:39 NWA188 it is secure we got distracted we were ah

0115:44 NWA188 (unintelligible) *(never heard a call and we just)
(unintelligible)

0115:49 R13 northwest one eighty eight roger

0115:56 R13 northwest one eighty eight turn right to a heading of one three five

0115:59 NWA188 right turn to one three five northwest one eighty eight

0116:15 R13 northwest one eighty eight do you have ah enough ah fuel to hold or do you need to ah get into minneapolis

0116:22 NWA188 ah we're ah we're good on fuel we could hold we'd just as soon go right in if we could

0116:27 R13 okay well um we got you stuck on top of a holding stack at a sau claire i'll see i'll see what kind of delay it is and what ah they have planned for ya

0116:37 NWA188 thanks much

0116:41 R16 sixteen

0116:42 D13 ah thirteen

0116:46 R16 say it again

0116:47 D13 ah northwest one eighty eight we are now in communications with and they're on a one thirty five heading and a what would you like them going down to for an altitude

0116:55 R16 ah give him a ah two ten heading to ah flight level three two zero

0116:59 D13 thirty two thousand and two ten on the heading

0117:02 R16 yep and my control

0117:03 D13 affirmative

0117:04 R13 northwest one eighty eight turn right to a heading of two one zero

0117:08 NWA188 two one zero northwest one eighty eight

0117:10 R13 northwest one eighty eight descend and maintain flight
level three two zero

0117:14 NWA188 down to three two zero northwest one eighty eight

0117:29 R13 and northwest one eighty eight you can contact
minneapolis center one three three point seven five
thirty three seventy five we'll see ya later

0117:35 NWA188 thirty three seventy five northwest one eighty eight
0118
(0119-0122)
0123

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the
best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: October 30, 2009
 To: System Ops Litigation
 From: Minneapolis Air Route Traffic Control Center
 Subject: **INFORMATION:** Partial Transcript
 Pilot Deviation NWA188
 Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 16 R position for the time period from October 22, 2009, 0058 UTC, to October 22, 2009, 0136 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Eau Claire High Controller	R16
Minneapolis ARTCC, Sioux Falls High Controller	R19
Northwest Fifteen Ten Minneapolis ARTCC, Sector Eleven Controller	NWA1510 R11
Minneapolis ARTCC, Sawyer High Radar Associate Controller	D13
Northwest One Eighty Eight Minneapolis ARTCC, Sawyer High Controller	NWA188 R13

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.

Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0058
 (0059-0102)
 0103

0103:01 R16 sector sixteen

0103:02 R19 sh sector number nineteen ah hand off northwest one eighty eight i'll have to expand out too far to keep watching him you wanna just take him or ya want fifteen to take him

0103:08 R16 ah ya i'll take him

0103:11 R19 alright thanks a lot
0104
(0105-0106)
0107

0107:41 R16 northwest one eighty eight minneapolis
0108
(0109-0111)
0112

0112:47 R16 northwest one eighty eight minneapolis
0113

0113:56 R16 northwest fifteen ten minneapolis

0113:59 NWA1510 go ahead northwest fifteen ten
0114

0114:08 R16 northwest fifteen ten ah if you would transmit on ah
change to frequency one three three point four five and
transmit to a northwest one eighty eight and see if he
answers ya then come on back here

0114:20 NWA1510 so you want um thirty three forty five northwest one
eighty eight to come to your frequency

0114:26 R16 northwest fifteen ten if you can ah if you raise raise
him on that ya have him come over to this freq

0114:30 NWA1510 *(okay)

0114:48 R16 sector ah sixteen

0114:49 R11 eleven

0114:55 R11 are you talking to that northwest one eighty eight now
or (unintelligible) thirteen is

0114:56 R16 nope

0114:58 R16 well nobody's talking to him

0114:59 R11 (unintelligible) they took nordo out of his *(flight
plan)

0115:01 R16 oh ya you're right maybe something is happening

0115:03 R11 ah i broadcast i heard some (unintelligible) ah chit
chat about (unintelligible) ah

0115:06 R16 they got him i just heard they got him

0115:08 R11 okay thanks

0115:28 R16 northwest fifteen ten contact minneapolis center one two
three point seven two

0115:30 NWA1510 twenty three seventy two and um one eighty eight should
be on your frequency

0115:35 R16 thank you
0116

0116:20 R16 northwest one eighty eight minnea

0116:41 R16 sixteen

0116:42 D13 ah thirteen

0116:46 R16 say it again

0116:47 D13 ah northwest one eighty eight we are now in
communications with and they're on a one thirty five
heading and a what would you like them going down to for
an altitude

0116:55 R16 ah give him a ah two ten heading to ah flight level
three two zero

0116:59 D13 thirty two thousand and two ten on the heading

0117:02 R16 yep and my control

0117:03 D13 affirmative

0117:56 R16 northwest one eighty eight minneapolis

0118

0118:02 NWA188 minneapolis northwest one eighty eight's with you out of three five six for three two zero

0118:07 R16 northwest one eighty eight minneapolis center roger a how much fuel do you have left

0118:12 NWA188 *(oh) we *(got) plenty of fuel we have eleven thousand pounds two hours of fuel

0118:17 R16 northwest one eighty eight roger

0118:43 R16 northwest one eighty eight ah turn right heading two eight zero expect routing on the a ollee and the gopher five arrival

0118:52 NWA188 okay two eight zero and (unintelligible)---say again the arrival

0118:58 R16 northwest one eighty eight expect ah ollee intersection and the gopher five arrival

0119:02 NWA188 roger ol ollee and the gopher five arrival northwest one eighty eight

0119:44 R16 northwest one eighty eight ah do you have time to give a brief explanation on what happened

0119:52 NWA188 ah *(just) cockpit distractions that's all i can say

0119:56 R16 northwest one eighty eight roger
0120

0120:52 NWA188 minneapolis northwest one eighty eight

0120:55 R16 northwest one eighty eight go ahead

0120:57 NWA188 *(two eight zero) and just confirm ah you want us to go direct to ollee at this time

0121:01 R16 northwest one eighty eight ah fly heading two eight zero expect direct ollee in about ah four zero miles

0121:06 NWA188 okay two eight oh on the heading northwest one eighty eight
0122

0122:46 R16 northwest one eighty eight ah when you're able cleared direct gollf intersection and the gopher five arrival maintain flight level three two zero

0122:54 NWA188 okay direct to gollf for the ollee five arrival northwest one eighty eight

0122:59 R16 northwest one eighty eight the gollf intersection gopher five arrival

0123:02 NWA188 sorry gollf for the gopher five arrival northwest one eighty eight

0123:58 R16 northwest one eighty eight descend at pilots discretion maintain flight level two four zero
0124

0124:02 NWA188 down to two four oh northwest one eighty eight

0124:18 R16 northwest one eighty eight fly heading three six zero

0124:23 NWA188 three six zero heading for northwest one eighty eight
0125
0126

0126:08 R16 northwest one eighty eight ah is there anyway you can elaborate on the distraction

0126:22 NWA188 *(ah we're just dealing with some company issues) here and that's all ah that's all all i can tell you right now at this time

0126:28 R16 northwest one eighty eight roger
0127

0127:08 R13 this is sector thirteen

0127:09 R16 sixteen point out east of siren northwest one eighty eight we gotta turn him north and west and give him a couple of turns before we (unintelligible)

0127:14 R13 northwest one eighty eight's your control (unintelligible)

0127:15 R16 (unintelligible)

0127:45 NWA188 and northwest one eighty eight (unintelligible) kind of speed do you like to have

0127:47 R16 northwest one eighty eight ah speed your discretion

0127:50 NWA188 (unintelligible)
0128

0128:02 R16 northwest one eighty eight fly heading two seven zero

0128:14 R16 northwest one eighty eight fly heading two seven zero

0128:18 NWA188 two seven zero northwest one eighty eight
0129

0129:55 R16 northwest one eight eight cleared direct ollee gopher five arrival

0129:58 NWA188 direct *(to) ollee for the gopher five arrival northwest one eighty eight

0130:29 R16 northwest one eighty eight contact minneapolis center one two one point zero five

0130:34 NWA188 one twenty one zero five northwest one eighty eight

0130:39 NWA188 (unintelligible) thanks for your help good day

0130:41 R16 (unintelligible) one eighty eight good day
0131
(0132-0135)
0136

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: October 30, 2009

To: System Ops Litigation

From: Minneapolis Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Pilot Deviation NWA188
 Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 10 R position for the time period from October 22, 2009, 0125 UTC, to October 22, 2009, 0149 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sectors Three and Four Controller	R3/4
Minneapolis ARTCC, Gopher Low Controller	R10
Northwest One Eighty Eight	NWA188
Minneapolis ARTCC, TWINZ Low Controller	R06
Minneapolis Approach, North Feeder Controller	M98NF
Minneapolis Approach, Departure Controller	M98D

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.

Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0125
 (0126-0129)
 0130

0130:40 R3/4 three and four

0130:41 R10 sector ten point out east of siren northwest one eighty eight landing minneapolis (unintelligible)

0130:45 R3/4 northwest one eighty eight point out approved (unintelligible)

0130:46 NWA188 northwest one eighty eight with you ah we're going direct ollee and we're at twenty four

0130:50 R06 ah six

0130:51 R10 sector ten point out north of eau claire northwest one eighty eight landing minneapolis

0130:54 R06 northwest one eighty eight (unintelligible)

0130:55 NWA188 northwest one eighty eight's with you at two four zero

0130:58 R10 northwest one eighty eight minneapolis center roger for now cleared direct ollee for the gopher five arrival cross ollee intersection at and maintain one one thousand minneapolis altimeter three zero zero three

0131:09 NWA188 okay ollee at eleven and ah for the gopher five and ah expect runway three five

0131:13 R10 northwest one eighty eight ah i believe that's what you can expect ah approach will give you the final ah runway

0131:20 NWA188 okay thanks
0132
(0133-0138)
0139

0139:28 R10 north feeder sector ten

0139:33 R10 apreq

0139:34 M98NF north feeder

0139:35 R10 northwest one eighty eight direct gopher for gopher five arrival i'll show departure

0139:40 M98NF (unintelligible) just put him over the arrival please

0139:44 R10 (unintelligible)
0140
0141

0141:18 M98D ten north line departure

0141:21 R10 sector ten

0141:23 M98D do you want to go ah direct gopher on one eighty eight

0141:25 R10 i did but feeder said he needs him over the arrival now
(unintelligible)

0141:28 M98D oh okay (unintelligible)

0141:30 R10 thank you though
0142
0143

0143:53 R10 northwest one eighty eight contact minneapolis approach
one two six point three five good night

0143:59 NWA188 twenty six thirty five northwest one eighty eight
0144
(0145-0148)
0149

End of Transcript



Federal Aviation Administration


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 To: System Ops Litigation
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 Subject: **INFORMATION:** Partial Transcript
 Pilot Deviation NWA188
 Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 19 R position for the time period from October 22, 2009, 0033 UTC, to October 22, 2009, 0109 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sioux Falls High Controller	R19
Minneapolis ARTCC, O'Neill High Controller	R29
Northwest One Ninety Six	NWA196
Minneapolis ARTCC, Mankato Low Controller	R8/9
Minneapolis ARTCC, Sector Eleven Controller	R11
Unknown	UNK
Minneapolis ARTCC, Nodine High Controller	R15
Minneapolis ARTCC, Eau Claire High Controller	R16

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.


 Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0033
 (0034-0037)

0038
 0038:13 R19 sector number nineteen

0038:15 R29 twenty nine northwest one eighty eight is actually nordo

0038:17 R19 okay

0038:18 R29 denver tried going through a flight and then my supe
went through ah company and he's still nordo so

0038:23 R19 still nordo okay

0038:24 R29 good luck (unintelligible)

0038:25 R19 alright thanks (unintelligible)
0039

0039:27 R19 northwest one eighty eight ah descend and maintain
flight level two six zero

0039:35 R19 correction northwest one eighteen descend and maintain
flight level two six zero

0039:45 R19 northwest one eighty eight minneapolis

0039:55 R19 northwest one ninety six ah ah do you have a second to
contact ah your company northwest one eighty eight

0040:03 NWA196 sure

0040:05 R19 (unintelligible) northwest one ninety eight or ninety
six ah have northwest one eighty eight come up on this
frequency please

0040:14 NWA196 *(and you expect him on this frequency) ah northwest one
eighty eight ah one ninety six on a nineteen eighty
seven how do you read

0040:25 NWA196 ah what frequency did you think they were on
0041
0042

0042:05 R19 and northwest one ninety six were you able to contact
your company northwest one eighty eight

0042:11 NWA196 ah we passed the message on to ah dispatch to give
(unintelligible) email

0042:15 R19 ah northwest one ninety six roger

0043
{0044-0045}
0046
0046:56 R19 northwest one eighty eight minneapolis
0047
0048
0048:17 R19 northwest one eighty eight ah if you hear minneapolis
center ident
0049
0050
0051:00 R8/9 sectors eight nine

0051:01 R19 ah sector number nineteen in reference northwest one
eighty eight i just *(p v deed em) up to you he is nordo
um so just heads up on that i guess

0051:09 R8/9 alright thanks

0051:10 R19 alright

0051:56 R19 northwest one eighty eight minneapolis
0052
{0053-0055}
0056
0056:12 R11 sector eleven

0056:13 R19 ah sector numbers nineteen reference northwest one
eighty eight point out at redwood falls ah he is nordo

0056:20 R11 landing minny

0056:21 R19 and we're still not talking to him ya he's suppose to be
landing minny

0056:26 R11 (unintelligible) try my um u h f see or my ah guard see
if i can (unintelligible)

0056:32 R19 okay that would be awesome

0056:33 R11 we'll see what i can do

0056:34 R19 okay thanks

0056:35 UNK *(p w)

0057

0058

0058:28 R15 sector fifteen

0058:29 R19 ah sector number nineteen ah point out for you you might have to expand out a little bit to the southwest of gopher is northwest one

0058:35 R15 (unintelligible)

0058:36 R19 eighty eight he's a minny lander

0058:38 R15 okay

0058:39 R19 he is nordo um i'm assuming he's going to hold over minneapolis or

0058:44 R15 ah do you want to work him down or

0058:47 R15 well (unintelligible) he's gonna have to go to one of the arrivals

0058:49 R19 well i mean he's he's nordo so if he

0058:52 R15 i know but if he's gonna go over the top he would go to sector sixteen for their arrival because i don't have an arrival

0058:56 R19 okay

0058:57 R15 ya know what i'm saying i mean if he if he needs to go over the top

0058:59 R19 right i just don't know what what their procedure is if they don't if they can't talk to anybody do they just hold over the airport

0059:03 R15 no i don't know i don't know ya can't reach him at all that's crazy (unintelligible)

0059:07 R19 right i can't reach him on guard or anything so um (unintelligible)

0059:10 R15 arinc and all that

0059:11 R19 ya well for now ah

0059:12 R15 okay i'm watching him *(point out approved)

0059:14 R19 *(you just want to watch him) alright thanks *(p w)
0100

0100:19 R16 sixteen

0100:20 R19 ah sector number nineteen ah point out for you southwest
of gopher northwest one eighty eight ah he's a nordc
aircraft flight level three seven zero he's
(unintelligible) he's suppose to be landing minneapolis
*(but)

0100:29 R16 okay point out approved (unintelligible)

0100:30 R19 *(alright p w)
0101
0102
0103

0103:01 R16 sector sixteen

0103:02 R19 ah sector number nineteen ah hand off northwest one
eighty eight i'll have to expand out too far to keep
watching him you wanna just take him or ya want fifteen
to take him

0103:08 R16 ah ya i'll take him

0103:11 R19 alright thanks a lot
0104
{0105-0108}
0109

End of Transcript

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Date: October 30, 2009

To: System Ops Litigation

From: Minneapolis Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
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 Minneapolis, MN, October 22, 2009

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<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
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Minneapolis ARTCC, Gopher Low Controller	R10
Northwest One Eighty Eight	NWA188
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[REDACTED]

Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0125
 (0126-0129)

0130
 0130:40 R3/4 three and four

0130:41 R10 sector ten point out east of siren northwest one eighty eight landing minneapolis (unintelligible)

0130:45 R3/4 northwest one eighty eight point out approved (unintelligible)

0130:46 NWA188 northwest one eighty eight with you ah we're going direct ollee and we're at twenty four

0130:50 R06 ah six

0130:51 R10 sector ten point out north of eau claire northwest one eighty eight landing minneapolis

0130:54 R06 northwest one eighty eight (unintelligible)

0130:55 NWA188 northwest one eighty eight's with you at two four zero

0130:58 R10 northwest one eighty eight minneapolis center roger for now cleared direct ollee for the gopher five arrival cross ollee intersection at and maintain one one thousand minneapolis altimeter three zero zero three

0131:09 NWA188 okay ollee at eleven and ah for the gopher five and ah expect runway three five

0131:13 R10 northwest one eighty eight ah i believe that's what you can expect ah approach will give you the final ah runway

0131:20 NWA188 okay thanks
0132
(0133-0138)
0139

0139:28 R10 north feeder sector ten

0139:33 R10 apreq

0139:34 M98NF north feeder

0139:35 R10 northwest one eighty eight direct gopher for gopher five arrival i'll show departure

0139:40 M98NF (unintelligible) just put him over the arrival please

0139:44 R10 (unintelligible)
0140
0141

0141:18 M98D ten north line departure

0141:21 R10 sector ten

0141:23 M98D do you want to go ah direct gopher on one eighty eight

0141:25 R10 i did but feeder said he needs him over the arrival now
(unintelligible)

0141:28 M98D oh okay (unintelligible)

0141:30 R10 thank you though
0142
0143

0143:53 R10 northwest one eighty eight contact minneapolis approach
one two six point three five good night

0143:59 NWA188 twenty six thirty five northwest one eighty eight
0144
(0145-0148)
0149

End of Transcript



Federal Aviation Administration


Memorandum

Date: October 30, 2009
To: Systems Ops Litigation
From: Minneapolis Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Pilot Deviation NWA188
Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 29 R position for the time period from October 22, 2009, 0019 UTC, to October 22, 2009, 0118 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Denver ARTCC, Sector 09 Controller	ZDV9
Minneapolis ARTCC, O'Neill High Controller	R29
Unknown	UNK
Northwest One Eighteen	NWA118
Minneapolis ARTCC, Sioux Falls High Controller	R19
Minneapolis ARTCC, Sawyer High Radar Associate Controller	D13

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.


Theodore N. Thomas
Acting Quality Assurance Manager
Minneapolis ARTCC

0019
(0020-0023)
0024

0024:46 ZDV9 o'neill high nine on three

0024:50 R29 o'neill

0024:51 ZDV9 northwest one eighty eight come over

0024:53 R29 no he didn't

0024:54 ZDV9 i'll go find him

0024:55 UNK alrighty

0024:59 R29 northwest one eighty eight

0025:00 NWA118 ya got a northwest one eighteen out here

0025:10 R29 ya northwest one eighteen i realize that company behind
you one eighty eight will be following here should be
showing up in a minute

0025:16 NWA118 *(thanks)
0026

0026:34 ZDV9 (unintelligible) o'neill high nine on the three went to
company on northwest one eighty eight should be over
(unintelligible) in a few minutes

0026:39 R29 o'neill say again

0026:40 ZDV9 went to company on northwest one eighty eight should be
over in a few minutes

0026:42 R29 *(a b)

0026:43 ZDV9 (unintelligible)
0027
(0028-0029)
0030

0030:36 R29 northwest one eighty eight
0031
(0032-0035)
0036

0036:42 R29 northwest one eighty eight
0037
0038

0038:13 R29 sector number nineteen

0038:15 R29 twenty nine northwest one eighty eight is actually nordo

0038:17 R19 okay

0038:18 R29 denver tried going through a flight and then my supe
went through ah company and he's still nordo so

0038:23 R19 still nordo okay

0038:24 R29 good luck (unintelligible)

0038:25 R19 alright thanks (unintelligible)
0039

0039:42 R29 northwest one eighty eight contact minneapolis center
one one niner point eight seven

0040
(0041-0110)
0111

0111:45 R29 hey denver nine on the four line

0111:48 ZDV9 denver nine

0111:49 R29 were you working that northwest one eighty eight that
was nordo

0111:52 ZDV9 um i'm not sure i just sat down let me check just a
second

0111:59 ZDV9 ah negative ah the previous controller or the r side
hasn't worked him

0112

0112:03 R29 alright um

0112:04 ZDV9 you guys looking for him or

0112:05 R29 ya he's fifty miles northeast of minneapolis at thirty
seven going east bound he's *(destination minneapolis)
nordo

0112:10 ZDV9 (unintelligible) he would he would have come through
nine or eight or something

0112:13 R29 ya nine gave him to me nordo and ah i was just wondering
what freq he might have been last talked to us on

0112:18 ZDV9 ah it would have been one it would have been our

frequency one twenty six thirty two if he was here we
can we'll shout for him in the blind

0112:24 R29 we might have somebody ah he's way northeast of
minneapolis we may have somebody use that freq though
for a minute

0112:28 ZDV9 okay if we i don't think we'll hear him *(but we'll talk
s r)

0112:30 R29 (unintelligible)

0112:34 D13 *(um) sector thirteen

0112:35 R29 hey this is twenty nine that northwest one eighty eight

0112:37 D13 ya

0112:38 R29 he might have been on twenty six thirty two back in
denver center

0112:41 D13 twenty six thirty two

0112:42 R29 try another pilot see if he can get him

0112:43 D13 okay we'll do it

0112:44 R29 just an idea (unintelligible)

0112:45 D13 yep (unintelligible)

0113
(0114-0117)
0118

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the
best interpretation possible under the circumstances.



Federal Aviation Administration


Memorandum

Date: October 30, 2009
To: System Ops Litigation
From: Minneapolis Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Pilot Deviation NWA188
Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 11 R position for the time period from October 22, 2009, 0051 UTC, to October 22, 2009, 0121 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sector Eleven Controller	R11
Minneapolis ARTCC, Sioux Falls High Controller	R19 UNK
Unknown Minneapolis ARTCC, Eau Claire High Controller	R16

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.


Theodore W. Thomas
Acting Quality Assurance Manager
Minneapolis ARTCC

0051
(0052-0055)

0056
0056:12 R11 sector eleven

0056:13 R19 ah sector numbers nineteen reference northwest one
eighty eight point out at redwood falls ah he is nordo

0056:20 R11 landing minny

0056:21 R19 and we're still not talking to him ya he's suppose to be

landing minny

0056:26 R11 (unintelligible) try my um u h f see or my ah guard see
if i can (unintelligible)

0056:32 R19 okay that would be awesome

0056:33 R11 we'll see what i can do

0056:34 R19 okay thanks

0056:35 UNK *(p w)

0056:40 R11 northwest one eighty eight one northwest one eight eight
contact minneapolis center one one niner point eight
seven for lower

0057

0057:47 R11 northwest one eight eight contact minneapolis center one
one niner point eight seven

0058
(0059-0104)
0105

0105:59 UNK who's lookin for one eighty eight

0106:13 UNK okay we'll send a message to company you want one eighty
eight on nineteen eighty seven correct

0107
0108
0109

0109:38 UNK uh one eighty eight they're lookin for ya on twenty five
five

0110

0110:53 UNK (unintelligible) eighty seven we passed that along and
they said one eighty eight got the message

0111

0111:05 UNK (unintelligible) what frequency you like uh like him on
now we'll send another message

0111:10 R11 northwest one eighty eight on frequency one three three
point seven five

0111:18 UNK okay we'll send a message have one eighty eight go to
0112
0113

0114
0114:48 R16 sector ah sixteen

0114:49 R11 eleven

0114:55 R11 are you talking to that northwest one eighty eight now
or (unintelligible) thirteen is

0114:56 R16 nope

0114:58 R16 well nobody's talking to him

0114:59 R11 (unintelligible) they took nordo out of his *(flight
plan)

0115:01 R16 oh ya you're right maybe something is happening

0115:03 R11 ah i broadcast i heard some (unintelligible) ah chit
chat about (unintelligible) ah

0115:06 R16 they got him i just heard they got him

0115:08 R11 okay thanks
0116
(0117-0120)
0121

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: October 30, 2009
 To: System Ops Litigation
 From: Minneapolis Air Route Traffic Control Center
 Subject: **INFORMATION:** Partial Transcript
 Pilot Deviation NWA188
 Minneapolis, MN, October 22, 2009

This transcription covers the Minneapolis Air Route Traffic Control Center (ARTCC) 13 R position for the time period from October 22, 2009, 0107 UTC, to October 22, 2009, 0133 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sawyer High Controller	R13
Northwest Fifteen Fifty Three	NWA1553
Northwest One Eighty Eight	NWA188
Minneapolis ARTCC, Eau Claire High Controller	R16

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject Pilot Deviation involving NWA188.

Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0107
 (0108-0111)

0112
 0112:51 R13 northwest fifteen fifty three could you do a relay to ah company

0112:51 R13 northwest fifteen fifty three could you do a relay to ah company

0112:56 NWA1553 sure we can ah do that i did send a message to ah dispatch ah for thirty three seventy five now (unintelligible)

0113:02 R13 okay nope it's ah if you'd switch to a frequency one two six point three two twenty six thirty two broadcast for northwest one eighty eight see if you can raise that aircraft on that frequency please

0113:12 NWA1553 okay and where would you like me to send em if i get em there

0113:15 R13 ah right here if you would please ah twenty three seventy two

0113:19 NWA1553 okay we'll do that
0114

0114:06 NWA188 minneapolis northwest one eighty eight

0114:10 R13 northwest one eighty eight minneapolis center ah go ahead

0114:14 NWA188 ah roger ah we got ah distracted and we've over flown ah minneapolis we're are over head eau claire and would like to make a one eighty and do arrival from eau claire

0114:24 R13 northwest one eighty eight roger turn to the right to a heading of one zero zero be radar vectors sets you up they are holding there and um we'll see if we can't get you in

0114:36 NWA188 okay copy a right one eighty to eau claire and expect holding at eau claire.

0114:41 R13 and a northwest one eight eight fly the heading of one zero zero be ah radar vectors for your descent also and you are cleared to minneapolis ah via radar vectors heading one zero zero for eau claire and the eau claire eight arrival

0114:55 NWA188 okay copy a one zero zero to pick up the eau claire eight arrival northwest one eighty eight
0115

0115:08 NWA1553 and northwest one eighty eight center um wants you up on ah thirty three seventy five

0115:15 NWA188 okay we'll come up on thirty three seventy five

0115:17 R13 uh and northwest one eighty eight no stay right here one two three point seven two twenty three seventy two for now and i'll have you over that arrival sector here in just a moment

0115:28 NWA188 okay do you want us to stay here on thirty three forty five or twenty three seventy two

0115:32 R13 ah you can stay right here and um on this frequency and i just have to verify that the cockpit is secure

0115:39 NWA188 it is secure we got distracted we were ah

0115:44 NWA188 (unintelligible) *(never heard a call and we just)
(unintelligible)

0115:49 R13 northwest one eighty eight roger

0115:56 R13 northwest one eighty eight turn right to a heading of one three five

0115:59 NWA188 right turn to one three five northwest one eighty eight

0116:15 R13 northwest one eighty eight do you have ah enough ah fuel to hold or do you need to ah get into minneapolis

0116:22 NWA188 ah we're ah we're good on fuel we could hold we'd just as soon go right in if we could

0116:27 R13 okay well um we got you stuck on top of a holding stack at a eau claire i'll see i'll see what kind of delay it is and what ah they have planned for ya

0116:37 NWA188 thanks much
0117

0117:04 R13 northwest one eighty eight turn right to a heading of two one zero

0117:08 NWA188 two one zero northwest one eighty eight

0117:10 R13 northwest one eighty eight descend and maintain flight level three two zero

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NWA188

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0117:14 NWA188 down to three two zero northwest one eighty eight

0117:29 R13 and northwest one eighty eight you can contact
minneapolis center one three three point seven five
thirty three seventy five we'll see ya later

0117:35 NWA188 thirty three seventy five northwest one eighty eight
0118
(0119-0126)
0127

0127:09 R13 this is sector thirteen

0127:09 R16 sixteen point out east of siren northwest one eighty
eight we gotta turn him north and west and give him a
couple turns before we (unintelligible)

0127:14 R13 northwest one eighty eight's your control d t

0127:15 R16 (unintelligible)
0128
(0129-0132)
0133

End of Transcript

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