


DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE May 27, 2010	REPORT NO. ZAU-ARTCC-0221			
		NAME OF REPORTING FACILITY Chicago ARTCC (ZAU)				
REPORT OF AIRCRAFT ACCIDENT						
1. AIRCRAFT IDENTIFICATION AND TYPE AAL20, B762		2. DATE/TIME OF ACCIDENT (GMT) April 30, 2010; 0223 UTC		3. LOCATION OF ACCIDENT Argyle, WI		
4. NATURE OF ACCIDENT Onboard injury		5. TYPE OF FLIGHT Cross country flight - IFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Unknown	Pilot	Unknown	X		
	Unknown	Co-Pilot	Unknown	X		
	Unknown	Flight Attendant	Unknown		X	
	Unknown	Flight Attendant	Unknown		X	
	Unknown	Flight Attendant	Unknown		X	
7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)		NUMBER ABOARD AIRCRAFT 135	NUMBER UNINJURED 135	NUMBER INJURED 0	NUMBER FATALITIES 0	
8. AIRCRAFT DAMAGE None		9. PROPERTY DAMAGE None				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal						
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Janesville METAR Automated - 2045 CDT: wind one eight zero at one two, gusts one seven knots, visibility one zero statute miles, sky clear, temperature two three, dew point nine, altimeter two nine four one					
	REPORT JUST PRIOR TO ACCIDENT Janesville METAR Automated - 2045 CDT: wind one eight zero at one two, gusts one seven knots, visibility one zero statute miles, sky clear, temperature two three, dew point nine, altimeter two nine four one					DATE/TIME 4/30/2010 0145 UTC
	FIRST REPORT SUBSEQUENT TO ACCIDENT Janesville METAR Automated - 2215 CDT: wind one eight zero at one two knots, visibility one zero statute miles, sky clear, temperature two two, dew point one zero, altimeter two nine four three					DATE/TIME 4/30/2010 0315 UTC
12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS		
	Matthew Waid *(HQ)	ZAU ARTCC	76 R			
	Justin Rhodes (CF)	ZAU ARTCC	76 RA			
	Amy Gabel (RG)	ZAU ARTCC	76 RA			
	Frank Foresta (FA)	ZAU ARTCC	74 R			
	Lynette Little (LN)	ZAU ARTCC	60 R			
	Joseph Rand (NL)	ZAU ARTCC	60 R			
	Patrick Skonie (TH)	ZAU ARTCC	75 R			
*Operating Initials						
13. SIGNATURE OF FACILITY MANAGER Glen Martin						

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 30, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY San Francisco ATCT (SFO)	


14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2251 AAL20 called Clearance Delivery for an amended clearance.
2251 Clearance Delivery issued the amended clearance.
2252 AAL20 read back amendment to clearance.
2302 AAL20 called Ground Control for push back clearance.
2302 AAL20 was approved to push onto taxiway alpha.
2308 AAL20 requested taxi clearance.
2308 AAL20 issued taxi instructions to runway 28L.
2315 AAL20 was told by Local Control to expect runway 28R hold short of runway 28L.
2316 AAL20 was told by Local Control to cross runway 28L hold short of runway 28R.
2317 AAL20 was told by Local Control to taxi in position and hold runway 28R.
2319 AAL20 was issued takeoff clearance from runway 28R.
2320 AAL20 was told to contact NORCAL departure.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 21, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Northern California TRACON (NCT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

April 29, 2010


2320 AAL20 called Northern California TRACON and reported on the Shoreline Departure. Northern California TRACON advised AAL20 radar contact.

2321 Northern California TRACON instructed AAL20 to proceed direct OAK, direct LIN. Northern California TRACON provided traffic 2 o'clock, 3 miles, eastbound, descending out of 9,000 feet, a legacy jet. Northern California TRACON then advised traffic no longer a factor.

2322 Northern California TRACON instructed AAL20 to contact departure on 124.32. AAL20 called Northern California TRACON and reported at 7,000 feet climbing to 15,000 feet. Northern California then instructed AAL20 to climb and maintain flight level 230.

2327 Northern California TRACON instructed AAL20 to contact Oakland Center on 132.95.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 05, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Oakland ARTCC (ZOA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

April 29, 2010

2330 AAL20 did not check on Oakland ARTCC Sector 32's frequency. AAL20 was queried and stated he was level at FL230 and was issued a climb clearance to FL300.

2333 AAL20 was issued a climb clearance to FL350.

2337 AAL20 was issued traffic that was at FL370, and to expect higher altitude in a few minutes.

2338 AAL20 was cleared direct Delta.


2339 AAL20 was issued a climb clearance to FL390.


2340 AAL20 was switched to Oakland ARTCC Sector 33's frequency.

2341 AAL20 checked on to Oakland ARTCC Sector 33's frequency.

2351 AAL20 was switched to Salt Lake City ARTCC frequency.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 07, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Salt Lake City ARTCC (ZLC)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT April 30, 2010 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED April 29, 2010 2352 AAL20 checked on the Salt Lake Center Sector 47 frequency stating Flight Level 390, Smooth. The Salt Lake City R47 ATCS acknowledged Roger, Mostly Smooth. April 30, 2010 0015 The Salt Lake City Center Sector R47 ATCS asked AAL20 to contact Salt Lake Center at 135.77. AAL20 acknowledged 3577. 0016 AAL20 checked on the Salt Lake Center Sector 4 frequency, stating flight level 390. The Salt Lake City R04 ATCS acknowledged Roger. 0023 The Salt Lake Center Sector R04 ATCS issued traffic to AAL20 Traffic 12 o'clock, 4 miles opposite direction, 757, flight level 380. AAL20 acknowledged in sight. 0040 The Salt Lake City Center Sector R04 ATCS asked AAL20 to contact Denver Center on 124. correction 128.32. AAL20 acknowledged 28.32. <div style="text-align: center;">No More Follows</div>		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 15, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Denver ARTCC (ZDV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0040 AAL20 checked on frequency with the Denver Center Sector 14 Radar Controller (ZDV14R) level at FL390 reporting smooth ride conditions.

0058 ZDV14R transferred communication with AAL20 to the Denver Center Sector 34 Radar Controller (ZDV34R).

0059 AAL20 checked on frequency with ZDV34R level at FL390.

0106 ZDV34R transferred communication with AAL20 to the Denver Center Sector 33 Radar Controller (ZDV33R). AAL20 checked on frequency with ZDV33R reporting light chop.

0119 ZDV33R transferred communication with AAL20 to the Denver Center Sector 35 Radar Controller (ZDV35R).

0120 AAL20 checked on frequency with ZDV35R level at FL390.

0133 ZDV35R transferred communications with AAL20 to Minneapolis ARTCC on frequency 119.72.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

May 04, 2010

REPORT NO.

ZAU-ARTCC-0221

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)


14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0133 The pilot of AAL20 initiated contact with Minneapolis center, sector 28, and reported level at flight level 390.
- 0145 The pilot of AAL20 reported occasional moderate chop. The controller described the meteorological situation ahead, and relayed previous reports of moderate chop to the pilot of AAL20.
- 0148 The pilot of AAL20 requested flight level 410. The controller issued clearance to the requested altitude.
- 0159 The pilot of AAL20 requested to deviate right around weather. The controller approved the requested deviation.
- 0205 The controller instructed the pilot of AAL20 to contact Chicago center, 125.22.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 27, 2010 NAME OF REPORTING FACILITY Chicago ARTCC (ZAU)	REPORT NO. ZAU-ARTCC-0221
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14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0206 The pilot of AAL20 established contact with Chicago ARTCC and reported moderate chop.

0223 The pilot of AAL20 requests clearance to ORD.

0224 The Chicago ARTCC controller obtains the nature of the emergency; descends the aircraft to FL380 and turns the aircraft to a 310-degree heading.

0225 The Chicago ARTCC controller turns AAL20 to a 360-degree heading and descends the aircraft to FL330. After receiving a readback from the pilot, the controller obtains the equipment request and gate information.

0226 The Chicago ARTCC controller clears AAL20 to ORD via direct JVL and the JVL5 STAR.

0227 The Chicago ARTCC controller obtains information regarding the persons requiring medical attention.

0228 The Chicago ARTCC controller clears AAL20 direct KRENA and descends the aircraft to FL240. The Chicago ARTCC controller obtains additional information regarding the persons requiring medical attention.

0231 The Chicago ARTCC controller descends AAL20 to 15,000 feet and issues the ORD altimeter.

0232 The Chicago ARTCC controller queries the pilot of AAL20 regarding the security of the aircraft and whether the incident is turbulence related. After the pilot responds, the controller descends the aircraft to 11,000 feet.


0233 The Chicago ARTCC controller obtains additional information regarding the persons requiring medical attention and verifies the pilot is declaring an emergency.

0234 The Chicago ARTCC controller clears AAL20 direct ORD and descends the aircraft to 10,000 feet. After receiving a pilot readback, the controller transfers communications to Chicago TRACON.

6. Flight Crew, Continued.
Remaining flight crew information unknown

12. ATS Personnel Involved, Continued.
Edward Monaghan (EP), ZAU ARTCC 76 (74) R

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 04, 2010	REPORT NO. ZAU-ARTCC-0221
NAME OF REPORTING FACILITY Chicago TRACON (C90)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0230 Chicago Center (ZAU) advised Chicago TRACON (C90) Midshift arrival 2H position controller that AAL20 was coming over as an emergency.

0234 ZAU advised the C90 2H controller that a female flight attendant had a head injury, a sprained ankle and that AAL20 had declared an emergency and had been assigned 11,000 feet, and inquired if C90 wanted anything special. C90 2H controller requested that AAL20 be sent direct O'Hare, descended to 10,000 feet and given frequency 119.0. AAL20 heavy (AAL20/H) checks on with the C90 2H controller stating his altitude as being 15,800 feet for 10,000 feet.

0235 C90 2H controller acknowledged and advised AAL20/H that Sierra was current and asked if runway 22R was okay. The pilot asked the C90 2H controller to stand by. The pilot asked the C90 2H controller to confirm runway 22R. The C90 2H controller confirmed.

0236 AAL20/H acknowledged runway 22R was fine. AAL20/H was instructed to descend and maintain 7,000 feet. Pilot acknowledged. C90 2H controller asked to be advise when AAL20/H knew the gate assignment. AAL20/H acknowledged. AAL20/H was instructed to continue direct O'Hare. Pilot acknowledged.

0237 AAL20/H was instructed to turn left heading 090 degrees. Pilot acknowledged.

0238 C90 2H controller advised the pilot he could slow if that would help him get down and they would get him in as soon as he gets lower. AAL20/H acknowledged they were slowing and their gate would be Kilo 11. C90 2H controller acknowledged.


0239 The C90 2H controller asked AAL20/H if they were going to have enough time to get down if they were given a base turn now on the 120 degree heading. The pilot acknowledged affirm. AAL20/H was instructed to turn right heading 120 degrees. Pilot acknowledged.

0240 AAL20/H requested lower and was instructed to descend and maintain 3,000 feet. Pilot acknowledged. AAL20/H was instructed to continue the right turn heading 200 degrees and intercept the localizer for runway 22R. Pilot acknowledged.

0241 AAL20/H was instructed speed at their discretion and to advise the field in sight. Pilot acknowledged. AAL20/H was instructed that at three miles from Ridge, cleared ILS runway 22R. Pilot acknowledged with field in sight. AAL20/H was instructed cleared visual approach runway 22R. Pilot acknowledged.


0242 The C90 2H controller made a transmission to another position to verify the gate for AAL20/H as being Kilo 11. The gate was verified. The C90 2H controller asked AAL20/H if there was a second person injured. The pilot acknowledged one flight attendant and one passenger, a total of 2 people. Controller acknowledged.

AAL20

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 04, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Chicago TRACON (C90)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT 0243 The C90 2H controller asked AAL20/H if he had any information on the passenger and, if so, then give it to the tower (O'Hare) because the tower only had information on the flight attendant. AAL20/H was instructed to contact O'Hare tower on 126.9. Pilot acknowledged.		
<hr/> <p>No More Follows</p>		

FAA Form 8020-6-1

PAGE of PAGES
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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 07, 2010	REPORT NO. ZAU-ARTCC-0221
	NAME OF REPORTING FACILITY Chicago O'Hare ATCT (ORD)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 30, 2010

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0229 O'Hare Tower Supervisor contacts Chicago Tracon to confirm information regarding the medical emergency with AAL20H. O'Hare Tower Supervisor then contacts the Command Center to advise of the divert with a medical emergency. Tower Supervisor advises Command Center he will call back when he receives further details.

0230 Chicago Center contacts O'Hare Tower Supervisor to advise AAL20 will have two patients, one flight attendant and the other unknown. No gate information is still available.

0231 O'Hare Tower Supervisor calls Command Center with the patient information and type of aircraft.

0235 Chicago Center contact O'Hare Tower Supervisor that there is now only one injury with a flight attendant.

0239 O'Hare Tower Supervisor call Command Center to advise that AAL20 is approximately 25 - 30 miles out and will be going to gate K11.

0243 O'Hare North Local Controller clears AAL20H for Runway 22R. No acknowledgement is made. Shortly, thereafter, AAL20H advises they are on short final for Runway 22R. O'Hare North Local Controller again reiterates landing clearance instructions to AAL20H. AAL20H acknowledges.

0246 AAL20H is given instructions to turn left off runway and remain on frequency. AAL20H is then given further instructions to their gate. AAL20H acknowledges.

No More Follows

ZAU-ARTCC-0221
AAL20

SECTION 3.
Normal Service Statements and Certified Indexes

ZAU-ARTCC-0221
AAL20



Federal Aviation Administration

Memorandum

Date: June 23, 2010

To: Chicago ARTCC



From: Sean Cullinane, Acting District Manager, Golden Gate District

Subject: INFORMATION: Normal Services Statement, Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by San Francisco ATCT were normal, and there were no pertinent transmissions.

2 Attachments
Certified Index
FAA Form 8020-6-1

CERTIFIED INDEX

July 14, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 8020-6-1
Certified Re-recording of positions of operation
Flight Progress Strip
Personnel Statement CD
Personnel Statement GC
Personnel Statement LC



Andy Richards
District Manager
Golden Gate District



Federal Aviation Administration

Memorandum

Date: May 21, 2010

To: Chicago Air Route Traffic Control Center

From: Donald H. Kirby [REDACTED]
Manager, Northern California Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Northern California Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

Attachments

ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

May 21, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Original Voice Recording
Certified Re-recording
Continuous Data Recording (CDR)



Donald H. Kirby
Manager, Northern California TRACON



Federal Aviation Administration

Memorandum

Date: May 05, 2010

To: Chicago Air Route Traffic Control Center

From: [REDACTED] Steve Nauss
Acting Manager, Oakland Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Oakland Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

May 05, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Original Voice Recording
Certified Re-recording
Facility Layout Chart
Data Analysis Reduction Tool (DART)
Transcription of Voice Recording
SAR Tapes

A black rectangular redaction mark covering the signature of Steve Nauss.

Steve Nauss
Acting Manager, Oakland ARTCC



Federal Aviation Administration

Memorandum

Date: May 04, 2010

To: Chicago Air Route Traffic Control Center

From: Matt Csicsery [REDACTED]
Acting Manager, Salt Lake City Air Route Traffic Control Center

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Salt Lake City Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

May 04, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)



Matt Csicsery
Acting Manager, Salt Lake City ARTCC



Federal Aviation Administration

Memorandum

Date: May 04, 2010

To: Chicago Air Route Traffic Control Center

From: Michael A. Lenick [REDACTED]
Acting Manager, Denver Air Route Traffic Control Center

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Denver Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments


ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

May 04, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)


Michael A. Lenick
Acting Manager, Denver ARTCC



Federal Aviation Administration

Memorandum

Date: May 04, 2010

To: Chicago Air Route Traffic Control Center

From: Lowell Hought
Acting Manager, Minneapolis Air Route Traffic Control Center

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Minneapolis Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments


ZAU-ARTCC-0221

CERTIFIED INDEX

May 04, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Certified Re-recording
Facility Layout Chart
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)



Lowell Hought
Acting Manager, Minneapolis ARTCC

ZAU-ARTCC-0221
AAL20


ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

June 07, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-26
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Flight Progress Strip
Transcriptions of Voice Recordings
Weather Product



Glen Martin
Acting Manager, Chicago ARTCC



Federal Aviation Administration

Memorandum

Date: May 10, 2010

To: Chicago Air Route Traffic Control Center

From: [REDACTED] Joan E. Linnane
Manager, Chicago Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Chicago Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

Attachments

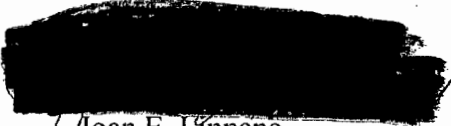
ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

May 10, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Original Voice Recording
Certified Re-recording
Facility Layout Chart
Continuous Data Recording (CDR)
Flight Progress Strip



Joan E. Linnane
Manager, Chicago TRACON



Federal Aviation Administration

Memorandum

Date: May 05, 2010

To: Chicago Air Route Traffic Control Center

From: Sharon H. Kurywchak
Manager, Chicago O'Hare Airport Traffic Control Tower

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

All services provided by Chicago O'Hare Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

ZAU-ARTCC-0221
AAL20

CERTIFIED INDEX

July 19, 2010

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Statements
Original Voice Recording
Certified Re-recording

A black rectangular redaction mark covering the signature of Sharon H. Kurywchak.

Sharon H. Kurywchak
Manager, Chicago O'Hare ATCT

ZAU-ARTCC-0221

AAL20

SECTION 8.
Flight Progress Strip

ZAU-ARTCC-0221
AAL20

Chicago ARTCC

AAL20	TEDDY	02 ³⁹	410	KSFO./JVL JVL5 KORD	3306
H/B762/Q					
T457 G442	0234				
74 74					
554 25/5		KORD			

ZAU-ARTCC-0221
AAL20

SECTION 9.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: May 06, 2010
To: Aircraft Accident File ZAU-ARTCC-0221
From: Chicago Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 76 R position for the time period from April 30, 2010, 0201 UTC, to April 30, 2010, 0237 UTC.


Agencies Making Transmissions

Abbreviations

American Airlines Inc., AAL20
Chicago ARTCC, Arlington Radar Position
Chicago ARTCC, Cotton Radar Position

AAL20
76R
75R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL20.


C. Paige Samdal
Support Specialist
Chicago ARTCC

0201
(0202-0205)

0206

0206:24 AAL20 center american twenty heavy checking in four one zero
getting continuous moderate chop here any ride reports

0206:30 76R american twenty chicago center roger expect the ride to
improve dramatically in the next forty to fifty miles
should be nothing but occasional light

0206:37 AAL20 roger
0207

0207:58 76R and american twenty are you direct pullman at this time

ZAU-ARTCC-0221
AAL20

Page 2 of 5

0208:03 AAL20 and american uh twenty affirmative

0208:05 76R roger thank you
0209
(0210-0222)
0223
0223:47 AAL20 center american uh twenty

0223:51 76R american twenty go ahead sir

0223:54 AAL20 yeah american twenty we're going to have to uh go to
chicago here sir
0224

0224:02 76R all right american twenty uh stand by

0224:06 76R american twenty is this an emergency or is this a
*(fuel) diversion

0224:11 AAL20 uh negative we've got an ill passenger on board

0224:20 76R american twenty descend and maintain flight level uh
three eight zero descend and maintain flight level three
eight zero turn left heading of uh three one zero
vectors for your descent

0224:32 AAL20 okay down to three eight zero and left to three one zero
and say the heading again

0224:37 76R three one zero on the heading american twenty

0224:39 AAL20 three one zero on the heading for american twenty
0225

0225:04 76R american twenty fly heading three six zero now descend
and maintain flight level three three zero expedite all
the way down

0225:10 AAL20 heading uh three six zero and it's down to three eight
zero

0225:13 76R three three zero thirty three three six zero on the
heading american twenty

ZAU-ARTCC-0221
AAL20

Page 3 of 5

0225:17 AAL20 all right down to three three zero american uh twenty

0225:29 76R american twenty just a couple questions uh what is the nature of the emergency and do you need equipment standing by at the airport

0225:35 AAL20 uh we'll need uh paramedics when we get to the gate at the uh

0225:48 76R you said you need paramedics standing by at the gate

0225:53 AAL20 that's affirmative

0225:54 76R and american twenty do you know your gate number

0225:56 AAL20 negative

0225:58 76R roger
0226

0226:42 76R american twenty you're now cleared direct janes you're now cleared to the o'hare airport via direct janesville and the janesville five arrival

0226:49 AAL20 direct uh janesville janesville five for american uh
0227
0227:06 76R american twenty uh say the nature of the medical emergency and say the uh age and sex of the uh passenger

0227:52 76R and american twenty we just need to verify that it is a passenger that is ill

0227:59 AAL20 passenger and a flight attendant

0228:08 76R and american twenty you are cleared now direct krena

0228:12 AAL20 direct krena american twenty

0228:19 76R american twenty descend and maintain flight level two four zero

ZAU-ARTCC-0221
AAL20

Page 4 of 5

0228:22 AAL20 down to two four zero american twenty

0228:38 75R coton

0228:39 76R coton arlington apreq lower american twenty

0228:40 75R american twenty can have flight level two four zero

0228:42 76R two four zero thank you h q

0228:55 76R american twenty do you have a gender for the both the passengers and the (unintelligible) passenger and the flight attendant

0229:01 AAL20 yeah one's a uh female we don't have the other one

0229:06 76R the flight attendant is a female

0229:08 AAL20 affirm

0229:09 76R thank you
0230

0230:24 76R american twenty what is the nature of the emergency on the sick passenger

0230:28 AAL20 bumped their head
0231

0231:04 AAL20 and for american twenty heavy that was a uh uh a sprained ankle broken ankle

0231:12 76R american twenty thank you contact chicago center on uh one three three point three five

0231:17 AAL20 thirty three thirty five american twenty thanks for the help

0231:41 AAL20 say again the frequency for american twenty

0231:44 76R american twenty one three three point three five sir

ZAU-ARTCC-0221
AAL20

Page 5 of 5

0231:46 AAL20 good day
0232
(0233-0236)
0237

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: May 06, 2010
To: Aircraft Accident File ZAU-ARTCC-0221
From: Chicago Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010


This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 76 RA position for the time period from April 30, 2010, 0201 UTC, to April 30, 2010, 0237 UTC.

Agencies Making Transmissions

Abbreviations

American Airlines Inc., AAL20	AAL20
Chicago ARTCC, Arlington Radar Position	76R
Chicago ARTCC, Arlington Radar Associate Position	76RA
Chicago ARTCC, Badger Radar Position	60R
Chicago ARTCC, Cotton Radar Position	75R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL20.


C. Paige Samdal
Support Specialist
Chicago ARTCC

0201
(0202-0205)
0206

0206:24 AAL20 center american twenty heavy checking in four one zero
getting continuous moderate chop here any ride reports

0206:30 76R american twenty chicago center roger expect the ride to
improve dramatically in the next forty to fifty miles
should be nothing but occasional light

0206:37 AAL20 roger
0207

ZAU-ARTCC-0221
AAL20

Page 2 of 6

0207:58 76R are you direct pullman at this time

0208:03 AAL20 and american uh twenty affirmative

0208:05 76R roger thank you

0209

(0210-0215)

0216

0216:05 76RA arlington waterloo d status information up to date
weather pIREPS SIGMETS you know about the weather out
there they're all deviating around it the rides um
they're getting pretty continuous light chop with some
moderate until about the mississippi river all altitudes
all right uh flow nothing really special airspace none
check your NOTAMS please sign in no negative R V S M
traffic united fourteen's being watched uh american one
eighty uh you might want to call them he might be direct
pullman now uh ninety four's watching american fifteen
twenty three united fourteen the american fifteen twenty
three's not deviating yet if he does i told him i'd call
him back and uh west jet eleven eighteen he has waterloo
in his route but he's doesn't have he's not going direct
waterloo i just put that in to make it flash through and
he's deviating scott's bluff when able all right c f r g

0217

(0218-0222)

0223

0223:47 AAL20 center american uh twenty

0223:51 76R american twenty go ahead sir

0223:54 AAL20 yeah american twenty we're going to have to uh go to
chicago here sir

0224

0224:02 76R all right american twenty uh stand by

0224:06 76R american twenty is this an emergency or is this a
*(fuel) diversion

0224:11 AAL20 uh negative we've got an ill passenger on board

0224:20 76R american twenty descend and maintain flight level uh
three eight zero descend and maintain flight level three
eight zero turn left heading of uh three one zero
vectors for your descent

0224:32 AAL20 okay down to three eight zero and left to three one zero

and say the heading again

0224:37 76R three one zero on the heading american twenty

0224:39 AAL20 three one zero on the heading for american twenty
0225

0225:29 76R american twenty just a couple questions uh what is the
nature of the emergency and do you need equipment
standing by at the airport

0225:35 AAL20 uh we'll need uh paramedics when we get to the gate at
the uh

0225:48 76R you said you need paramedics standing by at the gate

0225:53 AAL20 that's affirmative

0225:54 76R and american twenty do you know your gate number

0225:56 AAL20 negative

0225:58 76R roger
0226

0226:16 60R badger horizon

0226:17 76RA and this is arlington and uh point out american twenty
he's uh diverting to uh to o'hare for an emergency
descending

0226:27 60R american twenty point out approved

0226:28 76RA (unintelligible) you guys are all combined up right

0226:29 60R affirmative

0226:30 76RA okay thanks r g

0226:42 76R american twenty you're now cleared direct janes you're
cleared to the o'hare airport via direct janesville and
the janesville five arrival

ZAU-ARTCC-0221
AAL20

Page 4 of 6

0226:49 AAL20 direct uh janesville janesville five for american uh
twenty
0227
0227:06 76R american twenty uh say the nature of the medical
emergency and say the uh age and sex of the uh passenger
0227:52 76R twenty we just need to verify that it is a passenger
that is ill
0227:59 AAL20 passenger and a flight attendant
0228:08 76R and american twenty you are cleared now direct krena
0228:12 AAL20 direct krena american twenty
0228:15 76RA you got a descent for us at least we'll start on the
descent twenty four
0228:55 76R american twenty do you have a gender for the both the
passengers and the (unintelligible) passenger and the
flight attendant
0229:01 AAL20 yeah one's a uh female we don't have the other one
0229:06 76R the flight attendant is a female
0229:08 AAL20 affirm
0229:09 76R thank you
0230
0230:24 76R american twenty what is the nature of the emergency on
the sick passenger
0230:28 AAL20 bumped their head
0230:37 75R arlington er uh coton
0230:38 76RA all right did you officially get this on the line
0230:40 75R no

ZAU-ARTCC-0221
AAL20

Page 5 of 6

0230:41 76RA american twenty

0230:42 75R okay

0230:43 76RA uh you've got two sick passengers we know one of them is a flight attendant and a female and uh we know one of them bumped their head not sure which one or if it's both of them

0230:50 75R okay

0230:51 76RA um they do need a paramedic i did let the sup know so there will be a paramedic at the gates

0230:54 75R okay

0230:55 76RA and uh that is it

0230:56 75R okay

0230:57 76RA r g

0230:58 75R t h
0231

0231:04 AAL20 and for american twenty heavy that was a uh uh a sprained ankle

0231:12 76R american twenty thank you contact chicago center on uh one three three point three five

0231:17 AAL20 thirty three thirty five american twenty thanks for the help

0231:41 AAL20 say again the frequency for american twenty

0231:44 76R american twenty one three three point three five sir

0231:46 AAL20 good day
0232
(0233-0236)
0237

ZAU-ARTCC-0221
AAL20

Page 6 of 6

...

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: June 07, 2010
To: Aircraft Accident File ZAU-ARTCC-0221
From: Chicago Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, AAL20
Argyle, WI, April 30, 2010

This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 74 R position for the time period from April 30, 2010, 0219 UTC, to April 30, 2010, 0243 UTC.

Agencies Making Transmissions

Chicago ARTCC, Farmm Radar Position
Chicago TRACON
American Airlines Inc., AAL20

Abbreviations

74R
C90
AAL20

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL20.



C. Paige Samdal
Support Specialist
Chicago ARTCC

0219
(0220-0223)

0224
0224:59 74R

eagle flight thirty seven fifty i'm *(just giving you) a little bit of warning here we have an aircraft uh right above you that has an emergency with a sick passenger so we might have to give you a little bit of a turn out let that aircraft go in front of you so so i apologize ahead of time for any vectors but uh they do have a sick passenger on board

0225
(0226-0229)

0230
0230:19 74R

ord farmm just so you know you've got an emergency aircraft coming in american twenty

0230:27 C90

yeah what is it the seventeen thousand feet guy

0230:29 74R no no north of him yet he's way up in the uh high
altitude stratum he'll be descending to ten i'll
coordinate when i (unintelligible) to you he'll be going
krena o'hare

0230:37 C90 yeah that's fine just call me when he gets close

0230:38 74R all right (unintelligible)

0230:39 C90 all right
0231

0231:08 74R ship him first i've got to start to get him down ship
him

0231:40 74R american twenty chicago

0231:54 AAL20 american twenty heavy checking in two four zero

0231:56 74R american twenty chicago center roger descend and
maintain one five thousand o'hare altimeter's two niner
five zero

0232:02 AAL20 one five thousand say again the altimeter

0232:06 74R uh twenty nine fifty

0232:08 AAL20 twenty nine fifty american twenty

0232:30 74R okay american twenty my supervisor wants me to ask you a
couple questions was this incident turbulence related

0232:36 C90 yes

0232:42 74R okay sir they also want me to ask if the cabin is secure

0232:46 AAL20 cabin is secure

0232:58 74R okay american twenty descend and maintain one one
thousand eleven thousand

ZAU-ARTCC-0221
AAL20

Page 3 of 4

...

0233:02 AAL20 down to one one thousand american twenty and do you have the current atis for uh o'hare

0233:06 74R uh no i don't

0233:33 74R american twenty sorry i gotta understand a (unintelligible) questions here that uh the flight attendant was uh female and what what's the uh sex of the other passenger

0233:43 AAL20 uh we don't know the other passenger we've got the female flight attendant we're not we're not aware of the (unintelligible) passenger's gender

0233:49 74R okay so you only have one passenger on board and it's a female flight attendant

0233:54 AAL20 affirm

0233:56 74R okay and you're declaring an emergency is that correct

0233:59 AAL20 affirm
0234

0234:03 74R okay american twenty are you declaring emergency

0234:06 AAL20 american twenty heavy's declaring emergency

0234:08 74R ord farmm east

0234:11 C90 yeah go ahead

0234:12 74R okay american twenty's got a (unintelligible) female flight attendant uh got head head injury and a sprained ankle and he is declaring emergency he's just descending to eleven right now anything special you want

0234:22 C90 no no just direct o'hare's fine man

0234:24 74R direct o'hare

0234:25 C90 yep

ZAU-ARTCC-0221
AAL20

Page 4 of 4

0234:26 74R and uh descending to ten any freq you want nineteen oh

0234:28 C90 uh do nineteen yeah

0234:29 74R okay

0234:30 C90 thanks

0234:31 74R american twenty cleared direct o'hare descend and
maintain one zero thousand

0234:35 AAL20 direct o'hare down to one zero thousand american twenty

0234:37 74R american twenty contact chicago approach one one niner
point zero

0234:42 AAL20 nineteen zero american twenty heavy good day
0235
0236
0237
0237:13 74R all right eddie here we go status info area's uh blank
we just an emergency aircraft this guy here but uh so if
anybody asks you anything about it that was the
emergency *(did they return) back or uh he was going to
j f k and he went to o'hare now so that's we were just
dealing with if anybody calls pireps smooth rides flow
approach twenty two right now three hundred knots
milwaukee still *(at close) runway (unintelligible)
special airspace no negative r v s m's equipment's all
fine sign on please obviously you gave me malta so you
know we're both gone gone uh i'm sorry i put the put the
speed in there it should be a heading getting rusty been
a long day for you frank too many trainees out on the
floor yeah two sixty heading he's descending to eleven
only that it f a e p

0238
(0239-0242)
0243

End of Transcript

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

ZAU-ARTCC-0221
AAL20

SECTION 12.
Weather Products

30 Apr 2010 16:00Z

Product CIL: MTR

KJVL 301645Z 20016G27KT 10SM BKN048 25/14 A2946

30 Apr 2010 15:00Z

Product CIL: MTR

KJVL 301545Z 19020G26KT 10SM BKN046 24/14 A2948

30 Apr 2010 14:00Z

Product CIL: MTR

KJVL 301445Z 19015G20KT 10SM CLR 22/14 A2948

30 Apr 2010 13:00Z

Product CIL: MTR

KJVL 301345Z 19011G16KT 10SM BKN060 20/13 A2950

30 Apr 2010 11:00Z

Product CIL: MTR

KJVL 301145Z 16012KT 10SM CLR 18/12 A2948

30 Apr 2010 10:00Z

Product CIL: MTR

KJVL 300955Z AUTO 18008KT 10SM CLR 18/12 A2947 RMK AO2

T01800115

KJVL 301015Z AUTO 18009KT 10SM SCT065 18/12 A2947 RMK AO2

T01820115

KJVL 301045Z 17010KT 10SM SCT070 18/12 A2947 FIRST

30 Apr 2010 09:00Z

Product CIL: MTR

KJVL 300855Z AUTO 17007KT 10SM CLR 18/12 A2947 RMK AO2

T01750115

KJVL 300915Z AUTO 18007KT 10SM CLR 18/12 A2947 RMK AO2

T01770115

KJVL 300935Z AUTO 17008KT 10SM CLR 18/12 A2947 RMK AO2

T01790115

30 Apr 2010 08:00Z

Product CIL: MTR

KJVL 300755Z AUTO 15007KT 10SM CLR 17/11 A2946 RMK AO2

T01720114

KJVL 300815Z AUTO 16007KT 10SM CLR 18/12 A2946 RMK AO2

T01750115

KJVL 300835Z AUTO 16007KT 10SM CLR 18/12 A2947 RMK AO2

T01750115

30 Apr 2010 07:00Z

Product CIL: MTR

KJVL 300655Z AUTO 14007KT 10SM CLR 17/11 A2947 RMK AO2

T01720112

KJVL 300715Z AUTO 15007KT 10SM CLR 17/11 A2947 RMK AO2

T01720113

KJVL 300735Z AUTO 14007KT 10SM CLR 17/11 A2946 RMK AO2

T01720113

30 Apr 2010 06:00Z

Product CIL: MTR

KJVL 300555Z AUTO 11007KT 10SM CLR 18/11 A2947 RMK AO2 T01780108
10252 20178 402690092
KJVL 300615Z AUTO 12007KT 10SM CLR 17/11 A2947 RMK AO2
T01720110
KJVL 300635Z AUTO 13006KT 10SM CLR 17/11 A2947 RMK AO2
T01730111

30 Apr 2010 05:00Z

Product CIL: MTR

KJVL 300455Z AUTO 17009KT 10SM CLR 21/10 A2946 RMK AO2
T02060103
KJVL 300515Z AUTO 17008KT 10SM CLR 20/11 A2946 RMK AO2
T02030105
KJVL 300535Z AUTO 16007KT 10SM CLR 20/11 A2947 RMK AO2
T02000106

30 Apr 2010 04:00Z

Product CIL: MTR

KJVL 300355Z AUTO 18012G15KT 10SM CLR 21/10 A2945 RMK AO2
T02130099
KJVL 300415Z AUTO 18012G17KT 10SM CLR 21/10 A2945 RMK AO2
T02120100
KJVL 300435Z AUTO 18009G15KT 10SM CLR 21/10 A2946 RMK AO2
T02090101

30 Apr 2010 03:00Z

Product CIL: MTR

KJVL 300315Z AUTO 18012KT 10SM CLR 22/10 A2943 RMK AO2
T02180097
KJVL 300335Z AUTO 18011G17KT 10SM CLR 22/10 A2944 RMK AO2
T02150099

30 Apr 2010 01:00Z

Product CIL: MTR

KJVL 300145Z 18012G17KT 10SM CLR 23/09 A2941 RMK LAST

30 Apr 2010 00:00Z

Product CIL: MTR

KJVL 300045Z 19013G18KT 10SM CLR 24/09 A2940

29 Apr 2010 23:00Z

Product CIL: MTR

KJVL 292345Z 19018G26KT 10SM CLR 25/10 A2939

29 Apr 2010 22:00Z

Product CIL: MTR

KJVL 292245Z 20020G28KT 10SM CLR 26/09 A2939

29 Apr 2010 21:00Z

Product CIL: MTR

KJVL 292145Z 20022G32KT 10SM SCT060 26/09 A2941

29 Apr 2010 20:00Z

Product CIL: MTR

KJVL 292045Z 19027G34KT 10SM SCT065 27/08 A2942

29 Apr 2010 19:00Z

Product CIL: MTR

KJVL 291945Z 18024G34KT 10SM SCT065 27/08 A2943

29 Apr 2010 18:00Z

Product CIL: MTR

KJVL 291845Z 16020G30KT 10SM SKC 24/08 A2947

29 Apr 2010 17:00Z

Product CIL: MTR

KJVL 291745Z 16023G30KT 10SM SKC 22/08 A2952

30 Apr 2010 17:00Z

Product CIL: MTR

KDBQ 301653Z 19023G32KT 10SM BKN055 23/14 A2940 RMK AO2 PK WND
18032/1652 SLP949 T02280144

30 Apr 2010 16:00Z

Product CIL: MTR

KDBQ 301553Z 18022G28KT 10SM BKN037 OVC045 21/14 A2942 RMK AO2 PK
WND 18033/1500 SLP955 T02110139

30 Apr 2010 15:00Z

Product CIL: MTR

KDBQ 301453Z 19022G32KT 10SM CLR 22/13 A2940 RMK AO2 PK WND
18033/1442 SLP949 T02170133 55014

30 Apr 2010 14:00Z

Product CIL: MTR

KDBQ 301353Z 16022G31KT 10SM CLR 20/12 A2939 RMK AO2 PK WND
17031/1349 SLP948 T02000122

30 Apr 2010 13:00Z

Product CIL: MTR

KDBQ 301253Z 17016KT 10SM BKN044 BKN055 18/12 A2943 RMK AO2 SLP961
T01830117

30 Apr 2010 12:00Z

Product CIL: MTR

KDBQ 301153Z 19014KT 10SM OVC046 18/11 A2944 RMK AO2 PK WND
18026/1112 SLP963 T01780111 10189 20167 53012

30 Apr 2010 11:00Z

Product CIL: MTR

KDBQ 301053Z 18017G24KT 10SM OVC050 18/11 A2941 RMK AO2 TSB0956E11
SLP953 T01780106

30 Apr 2010 10:00Z

Product CIL: MTR

KDBQ 300953Z AUTO 16015KT 10SM SCT060 17/11 A2941 RMK AO2 SLP952
T01720106

KDBQ 301002Z AUTO 17014KT 10SM VCTS BKN060 17/11 A2941 RMK AO2

TSB0956

KDBQ 301017Z AUTO 18013KT 10SM SCT049 OVC055 17/11 A2942 RMK AO2
TSB0956E11

30 Apr 2010 09:00Z

Product CIL: MTR

KDBQ 300853Z AUTO 18015KT 10SM CLR 18/11 A2940 RMK AO2 SLP950
T01780106 53003

30 Apr 2010 08:00Z

Product CIL: MTR

KDBQ 300753Z AUTO 18017G22KT 10SM CLR 18/11 A2939 RMK AO2 SLP948
T01780106

30 Apr 2010 07:00Z

Product CIL: MTR

KDBQ 300653Z AUTO 18015KT 10SM CLR 18/10 A2939 RMK AO2 SLP948
T01830100

30 Apr 2010 06:00Z

Product CIL: MTR

KDBQ 300553Z AUTO 18016KT 10SM CLR 19/10 A2939 RMK AO2 SLP948
T01890100 10244 20189 402500100 51011

30 Apr 2010 05:00Z

Product CIL: MTR

KDBQ 300453Z AUTO 18016KT 10SM CLR 19/10 A2938 RMK AO2 SLP945
T01940100

30 Apr 2010 04:00Z

Product CIL: MTR

KDBQ 300353Z AUTO 18016KT 10SM CLR 20/10 A2937 RMK AO2 SLP942
T02000100

30 Apr 2010 03:00Z

Product CIL: MTR

KDBQ 300253Z AUTO 19014KT 10SM CLR 21/11 A2936 RMK AO2 SLP939
T02060106 50008

30 Apr 2010 02:00Z

Product CIL: MTR

KDBQ 300153Z AUTO 19011KT 10SM CLR 21/11 A2936 RMK AO2 SLP939
T02060111

30 Apr 2010 01:00Z

Product CIL: MTR

KDBQ 300053Z 20013KT 10SM CLR 23/11 A2935 RMK AO2 SLP934
T02280106

30 Apr 2010 00:00Z

Product CIL: MTR

KDBQ 292353Z 19020KT 10SM CLR 24/12 A2933 RMK AO2 PK WND
20033/2258 SLP930 T02440117 10250 20211 55004

29 Apr 2010 23:00Z

Product CIL: MTR

KDBQ 292253Z 20026G34KT 10SM CLR 25/12 A2933 RMK AO2 PK WND
19034/2251 SLP927 T02500122

29 Apr 2010 22:00Z

Product CIL: MTR

KDBQ 292153Z 20024G30KT 10SM CLR 24/13 A2934 RMK AO2 PK WND
19036/2133 SLP932 T02440128

29 Apr 2010 21:00Z

Product CIL: MTR

KDBQ 292053Z 18028G36KT 10SM FEW050 24/12 A2935 RMK AO2 PK WND
19038/2038 SLP933 T02390117 57026

29 Apr 2010 20:00Z

Product CIL: MTR

KDBQ 291953Z AUTO 20024G31KT 10SM SCT049 23/11 A2938 RMK AO2 PK
WND 17039/1908 SLP945 T02280111 TSNO

KDBQ 291953Z COR 20024G31KT 10SM SCT049 23/11 A2938 RMK AO2 PK WND
17039/1908 SLP945 T02280111 TSNO

29 Apr 2010 19:00Z

Product CIL: MTR

KDBQ 291853Z 18024G34KT 10SM FEW048 22/11 A2939 RMK AO2 PK WND
17036/1838 SLP950 T02170106 \$

29 Apr 2010 18:00Z

Product CIL: MTR

KDBQ 291753Z 19024G35KT 10SM SCT045 21/10 A2943 RMK AO2 PK WND
20035/1748 SLP961 60000 T02110100 10217 20100 56040

29 Apr 2010 17:00Z

Product CIL: MTR

KDBQ 291653Z 16024G34KT 10SM CLR 20/10 A2947 RMK AO2 PK WND
16034/1648 SLP977 T02000100

ZAU-ARTCC-0221
AAL20

AIRMET RECEIVED AT ZAU ARTCC

2344

GI S4 CHIT WA 292340 AMD AIRMET TANGO UPDT 5 FOR TURB VALID UNTIL 300300.
AIRMET TURB...ND SD NE KS MN IA. MOD TURB BTN FL220 AND FL410. AIRMET TURB...NE
KS MN IA MO WI LM MI IL IN KY OK TX AR...UPDT. MOD TURB BLW 080.