

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 10, 2009

Addendum 1 to Group Chairman's Factual Report

OPERATIONAL FACTORS / HUMAN PERFORMANCE

DCA10IA001

A. INCIDENT

Operator: Northwest Airlines, Inc.
Location: Minneapolis, MN
Date: October 21, 2009
Airplane: Airbus A-320-212

B. OPERATIONS/HUMAN PERFORMANCE GROUP

B. David Tew - Chairman
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594

Malcolm Brenner – Member
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David Lawrence - Member
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T.R. Proven – Member
Federal Aviation Administration
800 Independence Ave. SW
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Peter Sahler - Member
Northwest Airlines, Inc. – Dept N7216
2600 Lone Oak Point
Eagan, MN 55121

Dan Coogan - Member
2592 Worldgateway Place
McNamara Terminal – BLDG 830
Detroit, MI 48242

C. SUMMARY

On October 21, 2009, Northwest Airlines (NWA) flight 188, an Airbus A320, N374NW, did not respond to air traffic control communications for approximately one hour 17 minutes during cruise at FL370. Flight 188 flew past their intended destination while the flight was NORDDO (no radio communications) but landed without further incident once radio communication was reestablished. There were no injuries to the 2 pilots, 3 flight attendants and 144 passengers onboard. The flight was a regularly scheduled passenger flight operating under 14 Code of Federal Air Regulation Part 121 from San Diego International Airport (SAN), San Diego, California, to Minneapolis-St Paul International/Wold-Chamberlain Airport (MSP), Minneapolis, Minnesota.

D. DETAILS OF ADDENDUM

Insert the following sentence after paragraph 2 in *Section 6.3.2 VHF Monitoring*.

In addition, FDC¹ Notice to Airmen (NOTAM) 4/4386 states in part:

All aircraft operating in the United States National Airspace, if capable, shall maintain a listening watch on VHF guard 121.50 or UHF 243.0.²

Submitted by:

David Lawrence
NTSB

¹ Flight Data Center

² Source: <https://pilotweb.nas.faa.gov/distribution/query.html>