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.

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<th>Agencies Making Transmissions</th>
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<td>Denver ARTCC, Sector 09 Controller</td>
<td>ZDV9</td>
</tr>
<tr>
<td>Minneapolis ARTCC, O'Neill High Controller</td>
<td>R29</td>
</tr>
<tr>
<td>Unknown</td>
<td>UNK</td>
</tr>
<tr>
<td>Northwest One Eighteen</td>
<td>NWA188</td>
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<tr>
<td>Minneapolis ARTCC, Sioux Falls High Controller</td>
<td>R19</td>
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<tr>
<td>Minneapolis ARTCC, Sawyer High Radar Associate Controller</td>
<td>D13</td>
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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 northweset 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  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)*
0627  ZDV9  *(unintelligible)*
0630  R29  northwest one eighty eight
0630:36  R29  northwest one eighty eight
0631  ZDV9  *(unintelligible)*
0636  R29  northwest one eighty eight
0637  R29  sector number nineteen
0638:15  R29  twenty nine northwest one eighty eight is actually nordo
0638:17  R19  okay
...denver tried going through a flight and then my supere went through an 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  (0041-0118)  

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  we 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 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 t)*

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  yu

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)*

End of Transcript

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