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, 0156 UTC.

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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

0058
(0059-0102)
0103
0103:01 R16 sector sixteen

0103:02 R19 oh 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 ye 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 ab if you would transmit on ab
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 ab 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 B13 ah thirteen
0116:46 R16 say it again
0115:47 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
minneapolis northwest one eighty eight's with you out of three five six for three two zero

northwest one eighty eight minneapolis center roger a how much fuel do you have left

*(oh) we *(got) plenty of fuel we have eleven thousand pounds two hours of fuel

northwest one eighty eight roger

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

okay two eight zero and *(unintelligible)---say again the arrival

northwest one eighty eight expect ah ollee intersection and the gopher five arrival

roger ol ollee and the gopher five arrival northwest one eighty eight

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

ah *(just) cockpit distractions that's all i can say

northwest one eighty eight roger

minneapolis northwest one eighty eight

northwest one eighty eight go ahead

*two eight zero* and just confirm ah you want us to go direct to ollee at this time

northwest one eighty eight ah fly heading two eight zero expect direct ollee in about ah four zero miles
okay two eight oh on the heading northwest one eighty eight
northwest one eighty eight ah when you're able cleared
direct golf intersection and the gopher five arrival
maintain flight level three two zero
okay direct to golf for the gopher five arrival
northwest one eighty eight
northwest one eighty eight the golf intersection gopher
five arrival
sorry golf for the gopher five arrival northwest one
eighty eight	northwest one eighty eight descend at pilots discretion
maintain flight level two four zero
down to two four oh northwest one eighty eight
northwest one eighty eight fly heading three six zero
three six zero heading for northwest one eighty eight
northwest one eighty eight ah is there anyway you can
elaborate on the distraction
*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
northwest one eighty eight roger
this is sector thirteen
sixteen point cut east of siren northwest one eighty
eight we gotta turn him north and west and give him a
couple of turns before we (unintelligible)
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)

0128:02  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  R16  northwest one eighty eight cleared direct ollee gopher five arrival

0129:56  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

End of Transcript

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