



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

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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.