



Federal Aviation Administration

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) 13 D position for the time period from October 22, 2009, 0107 UTC, to October 22, 2009, 0123 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Minneapolis ARTCC, Sawyer High Radar Associate Controller	D13
Minneapolis ARTCC, O'Neill High Controller	R29
Minneapolis ARTCC, Sawyer High Radar Controller	R13
Northwest Fifteen Fifty Three	NWA1553
Northwest One Eighty Eight	NWA188
Minneapolis ARTCC, Eau Claire High Radar Controller	R16

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
 Theodore N. Thomas
 Acting Quality Assurance Manager
 Minneapolis ARTCC

0107
 (0108-0111)
 0112
 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)

0112:51 R13 northwest fifteen fifty three could you do a relay to ah company

0112:56 NWA1553 sure we can ah do that i did send a message to ah dispatch ah for thirty three seventy five now (unintelligible)

0113:02 R13 okay nope it's ah if you'd switch to a frequency one two six point three two twenty six thirty two broadcast for northwest one eighty eight see if you can raise that aircraft on that frequency please

0113:12 NWA1553 okay and where would you like me to send em if i get em there

0113:15 R13 ah right here if you would please ah twenty three seventy two

0113:19 NWA1553 okay we'll do that

0113:25 D13 alright (unintelligible) your equipment's working the rides (unintelligible) say like rhinelander west i think they're better east bound they're worse is that right denny ya um military none flow none (unintelligible)

0114

0114:06 NWA188 minneapolis northwest one eighty eight

0114:10 R13 northwest one eighty eight minneapolis center ah go ahead

0114:14 NWA188 ah roger ah we got ah distracted and we've over flown ah minneapolis we are over head eau claire and would like to make a one eighty and do arrival from eau claire

0114:24 R13 northwest one eighty eight roger turn to the right to a heading of one zero zero be radar vectors sets you up they are holding there and um we'll see if we can't get you in

0114:36 NWA188 okay copy a right one eighty to eau claire and expect holding at eau claire

0114:41 R13 and a northwest one eighty eight fly the heading of one zero zero be ah radar vectors for your descent also and you are cleared to minneapolis ah via radar vectors heading one zero zero for eau claire and the eau claire eight arrival

0114:55 NWA188 okay copy a one zero zero to pick up the eau claire eight arrival northwest one eighty eight

0115:08 NWA1553 and northwest one eighty eight center um wants you up on ah thirty three seventy five

0115:15 NWA188 okay we'll come up on thirty three seventy five

0115:17 R13 uh and northwest one eighty eight no stay right here one two three point seven two twenty three seventy two for now and i'll have you over that arrival sector here in just a moment

0115:28 NWA188 okay do you want us to stay here on thirty three forty five or twenty three seventy two

0115:32 R13 ah you can stay right here and um on this frequency and i just have to verify that the cockpit is secure

0115:39 NWA188 it is secure we got distracted we were ah

0115:44 NWA188 (unintelligible) *(never heard a call and we just)
(unintelligible)

0115:49 R13 northwest one eighty eight roger

0115:56 R13 northwest one eighty eight turn right to a heading of one three five

0115:59 NWA188 right turn to one three five northwest one eighty eight

0116:15 R13 northwest one eighty eight do you have ah enough ah fuel to hold or do you need to ah get into minneapolis

0116:22 NWA188 ah we're ah we're good on fuel we could hold we'd just as soon go right in if we could

0116:27 R13 okay well um we got you stuck on top of a holding stack at a eau claire i'll see i'll see what kind of delay it is and what ah they have planned for ya

0116:37 NWA188 thanks much

0116:41 R16 sixteen

0116:42 D13 ah thirteen

0116:46 R16 say it again

0116:47 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

0117:04 R13 northwest one eighty eight turn right to a heading of two one zero

0117:08 NWA188 two one zero northwest one eighty eight

0117:10 R13 northwest one eighty eight descend and maintain flight
level three two zero

0117:14 NWA188 down to three two zero northwest one eighty eight

0117:29 R13 and northwest one eighty eight you can contact
minneapolis center one three three point seven five
thirty three seventy five we'll see ya later

0117:35 NWA188 thirty three seventy five northwest one eighty eight
0118
(0119-0122)
0123

End of Transcript

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