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

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<td>D13</td>
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<td>Associate Controller</td>
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<td>Minneapolis ARTCC, O'Neill High Controller</td>
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<td>Minneapolis ARTCC, Sawyer High Radar Controller</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

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
he might have been on twenty six thirty two back in denver center

twenty six thirty two

try another pilot see if he can get him

okay we'll do it

just an idea (unintelligible)

yep (unintelligible)

northwest fifteen fifty three could you do a relay to ah company

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

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

okay and where would you like me to send em if i get em there

ah right here if you would please ah twenty three seventy two

okay we'll do that

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 denney ya um military none flow none (unintelligible)

minneapolis northwest one eighty eight

northwest one eighty eight minneapolis center ah go ahead
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.

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.

Okay copy a right one eighty to Eau Claire and expect holding at Eau Claire.

And a Northwest one eighty eight fly the heading of one zero zero be 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.

Okay copy a one zero zero to pick up the Eau Claire eight arrival northwest one eighty eight.

Okay we'll come up on thirty three seventy five.

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.

Okay do you want us to stay here on thirty three forty five or twenty three seventy two.

Ah you can stay right here and um on this frequency and I just have to verify that the cockpit is secure.

It is secure we got distracted we were ah.

(unintelligible) *(never heard a call and we just)* (unintelligible)

Northwest one eighty eight roger.
northwest one eighty eight turn right to a heading of one three five
	right turn to one three five northwest one eighty eight

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

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

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

thanks much

sixteen

ah thirteen

say it again

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

ah give him a ah two ten heading to ah flight level three two zero

thirty two thousand and two ten on the heading

yep and my control

affirmative

northwest one eighty eight turn right to a heading of two one zero

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

End of Transcript

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