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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

NAME OF REPORTING FACILITY:
Minneapolis ARTCC

3. REPORT NUMBER
PGL-C-ZMP-09-011

PEDCONNEL CTATEMENT

3. AGRICAPT IDENTIFICATION AND TYPE:

TERSONNEL STATEMENT		NWA188, A320		
4. LOCATION OF ACCIDENT/INCIDENT.	5 DATE/TIME OF ACCIDENT/INCIDENT (UT)	C): 6. EQUIPMENT ATTACHMENT:		
Minneapolis, MN	October 22, 2009, 0023 UT	C □ YES ¾'NO		
7 NAME (OPERATING INITIALS):	8. ETTLE:	9. POSTHON AND TIME (UTC):		
Theresa Cartier (TW)	SATCS	AREA3 FM 2359-0119 UTC		
10 CYCLE COLUMN AS LEGISLAND A DECOUNTY OF A CONTROL OF A DECOUNTY OF A CONTROL OF				

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

II. TEXT OF STATEMENT:

KORIGINAL - SUPPLEMENTAL

I heard the Sector 19 Controller, Paul Lindstrom, relaying through another Northwest (NWA) flight to have NWA188 come up on Minneapolis ARTCC frequency 119.87 I then called, Northwest Dispatch to have NWA188 come up on Minneapolis ARTCC frequency Dispatcher, Dave Francisco, Stated he had previously sent another ACARS to the aircraft Dut would send one for frequency 119.87. Then I checked to make Eartain Pat Sallivan, the Operational Manager In Charge comic) was aware, of the NWA188 situation. He was not aware of the situation, I told him NWA 188 was a NORDO and had been for some, time..... Was a NORDO and had been for some time.
When NWAISS flew over Redwood Falls (RWF) I called Northwest Dispatch again to see if they had heard from the aircraft as we had not Dark Francisco, Northwest Dispatch said he would continue trying to context the aircraft using ACARS and cell call, he asked me if NWAISS had ever changed beacon addes and I told him no to show kathy Regan, I went to the OMIC Desk to show kathy Regan, NWAISS'S position using see all function. I told her he was still NORDO. I called Minneapolis Approach Control to make sure they were aware of the NWA188 situation as I expected the acroraft to enter the hold at Minneapolis. They were aware of the situation and watching on isdus

October 28, 2009

FAA Form 5020/26 (58-05)

DEPARTMENT OF TRANSPORTATION			1. NAME OF REPORTING FACILITY: 2 REFORT NUMBER:		
FEDERAL AVIATION ADMINISTRATION		Ĺ	Minneapolis ARTCC PGL-C-2MP-09-011		
PERSONNEL STATEMENT			T IDENTIFICATION AND TYPE: NWA18	8, A320	
4. LOCATION OF ACCIDENTANCIDES Minneapolis, MI			6. EQUIPMENT ATTACHMENT:	· ·	
7. NAME (OPERATING INSTIALS):	8. TITLE:		9. POSITION AND TIME (UIC):	ES X NO	
Theresa Cartier (T) 10. COMPLETE IN AC		(A 117) (12) 1.725	AREA31	M 2359-0119 UTC .	
INCIDENT NOTIFICATION	CORDANCE WITH FAA ORDER 8020.1 N, INVESTIGATION, AND REPORTING	io, air traite 1. Paragrapi	ic organization, air 191. Faa Form 8020-26	CKAFT ACCIDENT AND . PERSONNEL STATEMENTS.	
THE PURPOSE OF THIS S	TATEMENT IS TO PROVIDE ANY FAC	TS WITHIN YO	OUR PERSONAL KNOW.	LEDGE THAT WILL PROVIDE	
HEARSAY, OPINIONS, CO	ANDING OF THE CIRCUMSTANCES SU PACLUSIONS, AND/OR OTHER EXTRA	NEOUS DATA	ARE NOT TO BE INCLI	IDED IN THIS STATEMENT	
THIS STATEMENT MAY I	BE RELEASED TO THE PUBLIC THRO	UGH THE FRE	EDOM OF INFORMATIO	N ACT OR LITIGATION	
HAND PRINTED AND SIG	PRETRIAL DISCOVERY, DEPOSITION NED BY YOU, AND YOUR SIGNATUR	IS, AND ACTU SE BELOW CE	AL COURT TESTIMONY RTIFIES THE ACCURAC	'. THIS STATEMENT IS TO BE Y OF THIS STATEMENT OF	
WILL NEITHER BE EDITE	D NOR TYPED AND, ONCE SIGNED, I	WILL CONSTIT	TUTE YOUR ORIGINAL	STATEMENT.	
11. TEXT OF STATEMENT:		Ţ	y ORIGINAL o	SUPPLEMENTAL	
Durina the	entire time	Derioc	I. the Sec	to 19,	
controller, 1	entire time Paul Lindstrom	Ttrile	I many t	imes to	
contact Nu	14188 including	, telli	ng him T	- accorate	
with an	Lount, Num	en on s	NAMING'		
1	to contact the	4119	KI OPI IP		
umersency	trequency	a .		Les alto	
My thurd	call to Novy	hwest	1) is pater	uns and	
Mulaiss t	-lew oils +	he IN	SP ARICE	1 11	
boundary	Navio Francisco	aske	N I THE	y were	
Vliewing H	he correct int	For ma	tron NWA	188 O	
FL370 NR	ar Minneapoli	s/11 "	told nirr	> 963- 2 + 460	
The	· 10 Cratalla	- AMIA	ten = to	0W 1.4	
NWA188 f	tight to Se	ctor	15 and Sector 14	nanded,	
	-				

PAA (com 1995 Science Com

13. DATE OF SIGNATURE DC 1009

2 7 4

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT

NAME OF REPORTING FACILITY: Minneapolis ARTCC 2. REPORT NUMBER PGL-C-ZMP-09-011

3. AIRCRAFT IDENTIFICATION AND TYPE:

NWA188 A320

# ####################################		2 4 4 3 4 5 3 43624 5 5 5 7 7 7 7 CC		
4 LOCATION OF ACCIDENT/INCEDENT:	5. DATE/TIME OF ACCIDENTANCIDENT (UT	(YC): 6. EQUIPMENT ATTACHMENT:		
Minneapolis, MN	October 22, 2009, 0023 UT	TC □ YES % NO		
7 NAME (OPERATING INITIALS)	E. TILE	9. POSITION AND TIME (UTC):		
Dwight Anderson (NW)	SATCS	AREA2 FM 2328-0355 UTC		

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS. HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

II. TEXT OF STATEMENT:

D SUPPLEMENTAL M ORIGINAL I WAS THE FLM IN AREA & WASH I WAS AD VISED BY THE AMIL THAT A NAMES AIRCRAFT - NWA 188 WAS ENTERING AREA 2 AND WAS SUSPECT AS IT HAD OVER PLOWN IT'S DESTINATION-MSP. IT WAS ABOUT TO ENTER SPETOR 16. I ASKED THE CONTROLLER IF HE HAD BEEN ARLE TO EVABLISH COMMUNICATION AND WE HAD NOT I COLLOR DELTA DISPOTEN TO FIND OUT IF THEY HAD BEEN IN COMMUNICATION WITH THE FLIGHT, THEY HOD NOT. THEY SAID THEY HAD SOME NUMBEROUS A CARS AND COLCALL MESSAGES TUT WITH NO RESPONSE. THEY WERE ELGARLY CONCERNED. BY THIS TIME THE AIRCRAFT WAS HENDED OFF TO SECTOR ES. THE FECTOR 16 CONTRIVUER DRIEFED HIM ON THE STATUS OF THE FLIGHT, AT THAT TIME I RECEIVED A LAW FROM I DOUGUE TMU WHO SAID THE LAST FREQUENCY DAVER MAD CHAMINICATED WITH WAS 137.45. I ASKED THE SECTION IS CONTRULIED TO ASK THE NWA SET FULLWAME NWAISS TO TRY AND COMMONICATE WITH HIM AND IF SUCCESSFULTU PUT HIM OW SECTOR 13'S PRESUDENT. THIS AIR CHAPT RESPONTED BACK THAT THEY WERE SUCCESSEUL, SECTION 13 THEN CALLED SECTION 16 TO ADVISE THAT HAD HIM AND NO DEFINED TO RETURN to MSP. HE WAS PUT ON SECTION 16'S FREQUENCY AND CLEARED TO MEP WIR THE GER & MARIVAL. WE WERE ASTEAD TO GIVE THIS ATREMANT SOME TURNS AWAY FROM THE RICPORT WHICH HE COMPLIED WITH, WE THEN ATLED HIMFER THE REASON HE WAS OUT OF TOTAL TO WALLY HE REPLIED "ESCREPT DISTRACTION"



1. NAME OF REPORTING FACILITY: Minneapolis ARTCC

PGLCZMP 09011

PERSONNEL STATEMENT

1. AIRCRAFT IDENTIFICATION AND TYPE:

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 4. LOCATION OF ACCIDENT/INCIDENT: 10/21/2009 MSP & NO

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

O ORIGINAL O SUPPLEMENTAL

At 00582 I was informed By the ARRA 3 Fin That They had an unusul Situation, NWA188 WAS NORDO, Landing MSP at FL370 25 SW of MSP And had not contacked Anyone. I Asked how long he ned Ben nondo And was told For quite some time. I Reported it to the Senant that time. Area 3 Flor contacked NWA distach and they religed may, Tried contact Through various schonary and 121.5. Nova 180 overflow may and continued on worth fist heading. At approximationy 0008 & I requested Fighter assistance through the Den. At 0014 & we reestablished communications with NWA188. We a controller guestined pilot About situation and was told it was coeffit districtions. Had Anconft perform turns to verify compliance. Again
Askad what districtions and was told we're just dealing with some company issues here method's all I can dell you at this time! Numa 188 Landed susp 0205 2.



NAME OF REPORTING FACILITY: Minneapolis ARTCC

PGL-C-ZMP-09-011

PERSONNEL STATEMENT

3 AIRCRAFT IDENTIFICATION AND TYPE:

NWA188, A320

4. LOCATION OF ACCIDENTANCIDENT:	DATE/TIME OF ACCIDENT/INCIDENT (LTC).	6. EQUIPMENT ATTACHMENT
Minneapolis, MN	October 22, 2009, 0023 UTC	□ YES _□-NO
7. NAME (OPERATING INITIALS):	8. TITLE:	9. POSITION AND TIME (OTC).
Brown Hillmoon (188)	CATZE	ADDA & USA 2007 0046 HTC

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

ORIGINAL D SUPPLEMENTAL

I WAS FIRST MADE AWARE THAT NWAIBB WAS NORDO BY SECTOR 29 CONTROLLER (BB) WHO HAD BEEN ADVISED BY ZDV SECTOR 09 AND ZDV WAS STILL LOOKING FOR NWA 188. I IMMEDIATELY CALLED HALA DISPATCH TO SEND A MESSAGE TO CONTACT ZMP SECTOR 29 FREQUENCY. WHEN NEVAISO WAS HANDED OFF TO ZMP SECTOR 19, I VERIFIED THAT AREA 3 WAS AWARE OF NWA 188 NORDO SITUATION.

DEPARTMENT OF TR FEDERAL AVIATION A	ANSPORTATION ADMINISTRATION	5	r reporting facility inneapolis ARTCC	1 REPORT NUMBER: PGL-C-ZMP-09-011
PERSONNEL ST		3. AIRCRAÍ	T IDENTIFICATION AND TYPE: NWA	88. A320
LOCATION OF ACCIDENTAINCIDENT: Minneapolis, MN	3. DATE/TIME OF ACCIDENT/INCIDENT (I. October 22, 2009, 0023 U	JTC): 6. EQUIPMENT ATTACHAGENT		
MANE (OPERATING INITIALS): Patrick G. Sullivan (PQ) COMPLETE IN ACCORDANCE	OM E WITH FAA ORDER 8020.16, AI		9. POSITION AND TIME (UTC): Not On	Position
COMPLETE UNDERSTANDING OF EARSAY, OPINIONS, CONCLUSION HIS STATEMENT MAY BE RELEAS CTIVITIES INCLUDING PRETRIAL AND PRINTED AND SIGNED BY YOU FILL NEITHER BE EDITED NOR TYN TEXT OF STATEMENT	VS, AND/OR OTHER EXTRANEC ED TO THE PUBLIC THROUGH DISCOVERY, DEPOSITIONS, AT DU. AND YOUR SIGNATURE BE	OUS DATA THE FREI ND ACTUA LOW CER CONSTIT	ARE NOT TO BE INCI EDOM OF INFORMATI AL COURT TESTIMON TIPIES THE ACCURA UTE YOUR ORIGINAL	JUDED IN THIS STATEMENT. ON ACT OR LITIGATION Y. THIS STATEMENT IS TO BE TY OF THIS STATEMENT. IT

12. SIGNATURE OF WITNESS

II DATE OF SIGNATURE:

11/4/09

I. NAME OF REPORTING FACILITY 2. REPORT NUMBER DEPARTMENT OF TRANSPORTATION PGL-C-ZMP-09-011 Minucapolis ARTCC FEDERAL AVIATION ADMINISTRATION I. AIRCRAFT IDENTIFICATION AND TYPE: PERSONNEL STATEMENT NWA188, A320 4. LOCATION OF ACCIDENTANCIDENT: 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 6. EQUIPMENT ATTACHMENT. October 22, 2009, 0023 UTC Minneapolis, MN n YES 7 NAME (OPERATING INITIALS) 9. POSITION AND TIME (UTC): K THUE 16 R 0022-0150 UTC

Michael Racher (KR) | ATCS | 16 R 0022-0150 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020,16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

II TENT OF STATEMENT:

D ORIGINAL SUPPLEMENTAL

EAA From 2770-26-198-051

11. DATE OF SIGNATURE.

840

I. NAME OF REPORTING FACILITY: Minneapolis ARTCC 1. REPORT NUMBER: PGL-C-ZMP-09-011

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE NWA188 A320

		14474600736000
4. LOCATION OF ACCIDENT/INCIDENT	3. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 6 EQUIPMENT ATTACHMENT:
Minneapolis, MN	October 22, 2009, 0023 UTC	□ YES 🕱 NO
7. NAME (OPERATING INITIALS):	8 TITLE	9. POSITION AND TIME (LITC):
David Schwietz Jr. (FS)	ATCS	13 D 0117-0122 UTC

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, PAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS. HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

d ORIGINAL D SUPPLEMENTAL

I was working the Radar associate position at sector 13. I coordinated a heading and altitude for NWA 188 with sector 16.

12. SIGNATURE OF WITNES

11. DATE OF SIGNATURE

10/30/09

I. NAME OF REPORTING FACILITY: Minneapolis ARTCC 2. REPORT NUMBER. PGL-C-ZMP-09-011

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320

6. EQUIPMENT ATTACHMENT:

4 LOCATION OF ACCIDENTIFICIDENT Minneapolis, MN

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 22, 2009, 0023 UTC

UNO

7. NAME (OPERATING INITIALS) Victoria Rolf (VI)

SATCS

9. POSTITON AND TIME (UTC): AREA1 FM 2220-0400 UTC

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT.

m_ORIGINAL

o SUPPLEMENTAL

I was retrieving the military schoolale from the printer and heard a controller telling the Area 2 Film that NWA188 was NURDO and coming over MSP. I returned to free I and polled the aircraft up on the radar monitor. I did a flight plan readont end saw aircraft was flight pleaned to MSP. I want over to R13 controller, asked him to expand out and pull up flight. I told him the severalt was NORDO and was supposed to land MSP. He asked what he should do if he get communications and I told him to ask the aircraft if they were of and if they could from back to MSP. I put a doide in and paged for add transf pagete to the area.

I went over to Area 2 and asked the Experisor it there was anything also I should know. The Flow said no one had talked to him since 20 V. The AMIC came to me and asked if I know about the aircraft and I said yes. I total her that the Area had people in place and we are ready for whatever you need.

A few minutes later the controllers in R13 and D13 said " we got em" and I immediately called the Amic and informed her. Then the controller in R13 was turning the aircraft to mer and I am observing and the Amile came and full me to ask the aircraft "it the cockpit secure?"
The R13 condulter asked and I was informed the pilot total than yes. The Amic teen requisited that we ask the pilot another question regarding the reason for MORDO and I swill another with the year of the pilot another with the year of the pilot another with the sector, we already trustered communications to sector 16.

10-30.09

 NAME OF REPORTING FACILITY: Minneapolis ARTCC 2. REPORT NUMBER: PGL-C-ZMP-09-011

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE:

NWA188, A320

1			141151180,1200		
1	4. LOCATION OF ACCIDENT/INCIDENT:	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):	6. EQUITMENT ATTACHMENT:		
THE PERSON NAMED IN	Minneapolis, MN	October 22, 2009, 0023 UTC	□ YES 🕺 NO		
	7 NAME (OPERATING INITIALS):	S. Tires:	9. POSITION AND TIME (UTC):		
1	Katie Peltz (OM)	ATCS	13 D 0109-0116 UTC		

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

X ORIGINAL D SUPPLEMENTAL

NWA 188 checked on while I was on 13D. I monitored Communications and relayed information to the area supervisor.

0

PERSONNEL STATEMENT

I. NAME OF REPORTING FACILITY: Minneapolis ARTCC

2. REPORT NUMBER

IXNO

J. AIRCRAFT IDENTIFICATION AND TYPE: NWA 188

4. LUCATION OF ACCEDENT/INCIDENT

3. DATE/TIME OF ACCIDENT/INCIDENT (LITC): 10/21/09

6 EQUIPMENT ATTACHMENT:

7. NAME (OPERATING INSTIALS):

o YES 9. POSITION AND TIME OUTCE

PATAZER G. SULLEVAN (PQ)

OPERATTONS

M ANAGEIL

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

II. TEXT OF STATEMENT

B-ORIGINAL O SUPPLEMENTAL

the watch desk when the Area 3 FLM came up to report NWA 188 was NORDO, I asked her where the destination was, the replical msp, we should get him shortly." I did not ask how long the flight had been NORDO. I wrote the information down on a priece of the watch deste. I cannot swear that I told the other om about NWA 188 before I left the area

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Minneapo	I. NAME OF REPORTING FACILITY: 2. REPORT NUMBER: Minneapolis ARTCC		MBER:	
PERSONNEL ST.	ATEMENT	3. AIRCRAFT IDENT:	FICATION AND TYPE:		The state of the s	
4. LOCATION OF ACCIDENTANCIDENT	5. DATE/TIME OF ACCIDEN	TEANCIDENT (GPC):	6 EQUIPMENT	ATTACHMENT: YES	□ NO	
7. NAME (OPPRATING INITIALS) MICHAEL PACHER (KE) CPC		9. POSITION AN	D TIME (LTC).		

16. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

IL TEXT OF STATEMENT:

O ORIGINAL D SUPPLEMENTAL

SECTOR 19 COORDINATED A HANDOFF TO ME AT SECTOR 16 ON NWAISS A NORDO AIL AT FLETO NORTHEAST BOUND. THE FLM HAD ME TRY TO SET UP ESTABLISH COM WITH NWAISS THEU NWAISSO USING A FREQUENCY PREVIOUSLY USED BY NWAISS, SECTOR IS CALLED AND SAID THEY WERE TALKING TO HIM AND WE COORDINATED INSTRUCTIONS TO BRING HIM BACK TO MSP. THE FLM ADVISED ME TO ROUTE HIM OVER THE GEPS ARRIVAL, THE AMIC HAD ME TWICE QUESTION THE PILOT ON OFTAILS OF OVERFLYING THE AIR PORT. I WAS ALSO TOLD TO ISSUE I USCTORS TO HIM BEFORE RESUMING NWAISS BACK TO MSP. AT OIZA I ISSUED THE AIRCRAFT A CLEARANCE TO OLLIE AND THE GEPS ARRIVAL AND TO ANTERLED COM TO SECTOR 10.

13.	DATE	ΩP	SIGNATURE	
1	3/S	į.	109	

DEPARTMENT OF TRANSPORTATION 1. NAME OF REPORTING PACILITY: 2 REPORT NUMBER Minneapolis ARTCC PGL-C-ZMP-09-011 FEDERAL AVIATION ADMINISTRATION J. ATROBAFT HUDNTIFICATION AND TYPE PERSONNEL STATEMENT NWA188, A320 4. LOCATION OF ACCIDENTANCIDENT: S. DATE/TIME OF ACCIDENT/SOCIOENT (UTC). 6. EQUIPMENT ATTACHMENT: Minneapolis, MN October 22, 2009, 0023 UTC X NO O YES 7 NAME (OPERATING INITIALS). 9. SOSITRON AND TIME (LITY). Donnis Hunsinger (DT) ATCS 13 R 2327-0131 UTC

16. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING. PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

H. TEXT OF STATEMENT.

X ORIGINAL - SUPPLEMENTAL

NWA188 WAS ENTERING SECT 13 FROM THE WEST, LEVEL AT FL 370, AS A NONDO AERCRAFT. WAS GIVEN LAST KNOWN FREQUENCY D-SIDE THE TO BE ON. I ASKED ANOTHER NWAISS WAS DELIEUED NOLTHWEST AIRCRAFT TO GO OVER TO THAT FREQUENCY TRY AND RAISE NWAISS AND HAVE THEN COME UP FREQUENCY. NWAI88 SHORTLY AFTER THAT, CAME UP NWAL88 ASKED FUR A CLEARANCE FLEQUENCY. MINNEAPOUTS. I ASKED ABOUT FUEL STATISE AND TU COCKPIT WAS SUCCURE. THEN GAVE ATRICAFT CLEARANCE RADAR VECTORS EAU. EAUS MSP. HANDED SEET 16. AND TRANFERED COMMUNICATIONS AND CONTROL OF ATRCRAFT TO SECT 16.



10/29/09

NAME OF REPORTING FACILITY Minneapolis ARTCC 2. REPORT NUMBER PGL-C-ZMP-09-011

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE: NVV A 188 | A 320

A ANGEL TO THE REAL PROPERTY OF		[NWA168, A,320		
4 LOCATION OF ACCIDENT/INCIDENT	DATE/TEME OF ACCIDENT/INCODENT (UTC):	6. EQUIPMENT ATTACHMENT		
Minneapolis, MN	October 22, 2009, 0023 UTC	o YES to NO		
7 NAME (OPERATING INITIALS):	8 mm.e:	9. POSITION AND TIME (UTC):		
Peterson, Eric (VG)	ATCS	10 R 0043-0227 UTC		

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020,16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS. HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

D. TEXT OF STATEMENT.

PORIGINAL I SUPPLEMENTAL

I WAS WORKING SECTOR 10. IT WAS A ROUTINE SESSION. NUMISS CHECKON, I GAVE NUMISS A ROUTING SESSING RESTRICTION TO CROSS OCCES AT 11,000, NWA188 COMPLIED, THEN I SWITCHED NWA188 TO MISP Approach.

	DEPARTMENT OF TR	ANSPORTATION	1. NAME C	DE REPORTING FACILITY:	2. REPORT NUMBER	
	FEDERAL AVIATION ADMINISTRATION		Minneapolis ARTCC PGL-C-ZMP-09-011			
1	PERSONNEL STATEMENT			1. APRICRAFT IDENTIFICATION AND TYPE. NWA 188, A320		
	accidentancident: linneapolis, MN	5 DATE/TIME OF ACCIDENT/INCIDENT October 22, 2009, 0023		6. EQUIPMENT ATTACHMENT	/	
7 NAME (OPERA		8. TITLE:		9. POSITION AND THAM (UTC)		
	I Lindstrom (PW) PLETE IN ACCORDANC	ATCS E WITH FAA ORDER 8020.16, /	AIR TRAFF	[9] IC ONGANIZATION: A	R 0037-0214 UTC	
INCIDENT	NOTIFICATION, INVESTI	GATION, AND REPORTING, P.	ARAGRAPI	H91, FAA FORM 8020-1	26. PERSONNEL STATEMENTS.	
A COMPLET	E UNDERSTANDING OF	THE CIRCUMSTANCES SURF	COUNDING	THIS ACCIDENTY INC	WLEDGE THAT WILL PROVIDE TO SPECULATIONS.	
HEARSAY.	OPINIONS, CONCLUSION	IS, AND/OR OTHER EXTRANE ED TO THE PUBLIC THROUGH	OUS DATA	A ARE NOT TO BE INC	LUDED IN THIS STATEMENT.	
ACTIVITIES	INCLUDING PRETRIAL	DISCOVERY, DEPOSITIONS, A	AND ACTU	AL COURT TESTIMON	IY. THIS STATEMENT IS TO BE	
HAND PKIN	TED AND SIGNED BY YO IER BE EDITED NOR TYI	DU, AND YOUR SIGNATURE I PED AND, ONCE SIGNED, WIL	BELOW CE A. CONSTI	RTIFIES THE ACCURA TUTE YOUR ORIGINAL	CY OF THIS STATEMENT. IT	
11 TEXT OF STA					SUPPLEMENTAL	
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DATE OF SHINATURE:

12. SIGNATURE OF Y

FAA Form 8020-26 (08-0.

I. NAME OF REPORTING FACILITY DEPARTMENT OF TRANSPORTATION 2. REPORT MEMBER PGL-C-ZMP-09-011 Minneapolis ARTCC FEDERAL AYIATION ADMINISTRATION 3 AIRCRAFT IDENTIFICATION AND TYPE PERSONNEL STATEMENT NWA188, A320 4 LOCATION OF ACCIDENT/INCIDENT 5. DATE TIME OF ACCIDENT SOCIDENT (UTC). 6. EQUIPMENT ATTACHMENT. Minneapolis, MN October 22, 2009, 0023 UTC a YES M NO 7 NAME (OPERATING INITIALS) a mile 9. POSITION AND TIME (UTC): Bradley Adams (OU) ATCS 16 D 0117-0124 UTC COMPLETE IN ACCORDANCE WITH FAA ORDER 8020, 16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LETIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT

M ORIGINAL

□ SUPPLEMENTAL

was on 100 and was relaying information to and from the omic and the sector

WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

12. DATE OF SIGNATURE:

11 TEXT OF STATEMENT

DEPARTMENT OF TRANSPORTATION I. NAME OF REPORTING FACILITY: 2 REPORT NUMBER: PGL-C-ZMP-09-011 Minneapolis ARTCC FEDERAL AVIATION ADMINISTRATION 3. AURCRAPT EDENTIFICATION AND TYPS: PERSONNEL STATEMENT NWA188, A320 4 LOCATION OF ACCIDENTANCIDENT. 5. DATE/FINE OF ACCIDENT/INCIDENT (UTC): 6. EQUIPMENT ATTACHMENT Minneapolis, MN October 22, 2009, 0023 UTC sí NO □ YES ? NAME (OPERATING INITIALS): 9 POSITION AND TIME (UTC): Kathleen Regan (KE) OM OMIC 2236-0300 UTC COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, PAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

II TEXT OF STATEMENT

□ ORIGINAL

X SUPPLEMENTAL



13. DATE OF SIGNATURE.

11-6-2009

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT			1. NAME OF REPORTING PACILITY: Minuscapolis ARTCC 3. AIRCRAFT IDENTIFICATION AND TO	

NAME OF REPORTING PACELITY:
Minuscapolis ARTCC
2. REPORT NOMINER
PGL-C-ZMP-09-011
AIRCRAFT IDENTIFICATION AND TYPE:
NWA 188, A320

6. EQUIPMENT ATTACHMENT:

9. POSITION AND TIME (UTC): 29 R 2353-0133 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION. AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

ATCS

IL TEXT OF STATEMENT:

7. NAME (OPERATING INITIALS)

Earl Blake (BB)

X ORIGINAL O SUPPLEMENTAL

- -ZDV Center 199 Controller advised me NWA 188
 15 NORDO and They did Attempt Communication Through
 another NWA Flight.
- I advised the FLM NWAITS 15 NORDO
- Shortly after I asked the FLH To Call the dispatcher and attempt Communications
- -I asked the FLM to advise AREA 3 FLM NWAISS
- I advised sector 19 NWAISS is NORDO
- Subsequently I Continued to monitor NWAISS outside Sector 29. I Called Sector 13 and Told Them Last Known frequency was 126.32

13. DATE OF SIGNATURE

/0/29/2009

I. NAME OF REPORTING PACILITY Minneapolis ARTCC 2 REPORT MUMBER PGL-C-ZMP-09-011

J. AIRCRAFT IDENTIFICATION AND TYPE PERSONNEL STATEMENT

NWA188, A320

4. LUCATION OF ACCIDENT/ENCIDENT:	5. DATE/TIME OF ACCIDENT/SYCIDENT (UTC):	b. Equippment attachment:			
Minneapolis, MN	October 22, 2009, 0023 UTC	□ YES & NO			
7. NAME (OPERATING INITIALS)	8. TITLE:	9. POSITION AND TIME (UTC):			
Paul Lindstrom (PW)	ATCS	19 R 0037-0214 UTC			

COMPLETE IN ACCORDANCE WITH FAA ORDER 8020,16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS. HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

M ORIGINAL PWL 10/29/09 c SUPPLEMENTAL was advided NWA 188 was NORDO.

I tried to Reach NWA188 every way I know possible.

I advised my Superviser.

I showed NWA188 to sectors 11, 18, 15, 16, 09

Put, 10/29/09 and advised them that NWA188 WAS