DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. NAME OF REPORTING FACILITY: Denver ARTCC		2. REPORT NUMBER: ZDV-ARTCC-0134	
	PERSONNEL S	STATEMENT	3. AIRCRA	FT IDENTIFICATION AND TYPE: NWA1	88, A320
4. LOCATIO	ON OF ACCIDENT/INCIDENT: Goodland, KS	S. DATE:TIME OF ACCIDENT/INCIDENT (I October 21, 2009, 2356 U		6 EQUIPMENT ATTACHMENT	,
7. NAME (C	perating initials): Amy Jensen (AC)	ATCS		9. POSITION AND TIME (UTC): 28RA F	RA 2306-2358 UTC
INCIDE	NT NOTIFICATION, INVES	CE WITH FAA ORDER 8020.16, A TIGATION, AND REPORTING, PA	RAGRAP	H 91, FAA FORM 8020-2	26, PERSONNEL STATEMEN
A COMI	LETE UNDERSTANDING	NT IS TO PROVIDE ANY FACTS (OF THE CIRCUMSTANCES SURRO ONS, AND/OR OTHER EXTRANE	DUNDING	THIS ACCIDENT/ INC	IDENT SPECULATIONS,
		ASED TO THE PUBLIC THROUGH			

ATEMENTS. LL PROVIDE TIONS, ATEMENT: ATION 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:

✓ ORIGINAL □ SUPPLEMENTAL

I do not recall this aircraft.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Denver ARTCC ZD		2. REPORT NUMBER: ZDV-ARTCC-0134		
PERSONNEL ST		3. AIRCRAFT IDENTIFICATION AND TYPE- NWA188, A320				
4. LOCATION OF ACCIDENTUNCIDENT: Goodland, KS	S. DATE/TIMB OF ACCIDENT/INCIDENT (October 21, 2009, 2356 L		6. EQUIPMENT ATTACHMEN	η: YES □ NO		
7. NAME (OPERATING INITIALS): Harold Hostetter (HE)	8. TITLE: ATCS		9. POSITION AND TIME (UTO 18R	R 0005-0101 UTC		
INCIDENT NOTIFICATION, INVESTIGE THE PURPOSE OF THIS STATEMENT A COMPLETE UNDERSTANDING OF HEARSAY, OPINIONS, CONCLUSION THIS STATEMENT MAY BE RELEASE ACTIVITIES INCLUDING PRETRIAL HAND PRINTED AND SIGNED BY YOU WILL NEITHER BE EDITED NOR TYPE	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.					
AFTER REVIEWING	s THE AUDIO, I			SUPPLEMENTAL FUNTHER TO ADD.		

U. DATE OF SIGNATURE

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

1. NAME OF REPORTING FACILITY: Denver ARTCC

2. REPORT NUMBER:

3. AIRCRAFT IDENTIFICATION AND TYPE

ZDV-ARTCC-0134

PERSONNE	I. STA	TEME	VI

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC

NWA188, A320 6. EQUIPMENT ATTACHMENT:

4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS

O YES 9. POSITION AND TIME (UTC):

7. NAME (OPERATING INITIALS): Oscar Casey (OZ)

ATCS

18 RA 2251-0031 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.

□ ORIGINAL □ SUPPLEMENTAL

HETER REVIEWING THE AUDIO, I DO NOT REMEMBER



13 DATE OF SIGNATURE

I. NAME OF REPORTING FACILITY: 2. REPORT NUMBER: DEPARTMENT OF TRANSPORTATION ZDV-ARTCC-0134 Denver ARTCC FEDERAL AVIATION ADMINISTRATION 3. AIRCRAFT IDENTIFICATION AND TYPE PERSONNEL STATEMENT NWA188, A320 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 4: LOCATION OF ACCIDENT/INCIDENT: 6. EQUIPMENT ATTACHMENT Goodland, KS October 21, 2009, 2356 UTC **D** YES 9. POSITION AND TIME (UTC): 7. NAME (OPERATING INITIALS): 8R R 2326-0010 UTC **ATCS** James King (YM) 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 11. TEXT OF STATEMENT: do not recall this aircraft

PAAR

13. DATE OF SIGNATURE

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

I. NAME OF REPORTING FACILITY: Denver ARTCC

2. REPORT NUMBER: ZDV-ARTCC-0134

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE:

LEWOOTHINE OF	CA A SCHYLENIA A	NVVA188, A320
4. LOCATION OF ACCIDENT/INCIDENT:	5. DATE/TIME OF ACCIDENT/INCIDENT (UT	TC): 6. EQUIPMENT ATTACHMENT
Goodland, KS	October 21, 2009, 2356 UT	□ YES □ NO
7: NAME (OPERATING INITIALS):	8. TITLE:	9, POSITION AND TIME (UTC):
Alex Herda (AH)	SATCS	OSIC5 O 2248-0049 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.

 ✓ ORIGINAL □ SUPPLEMENTAL 1. ALEX HERDA, WAS WORKING THE FRONT LINE MANAGER POSITION FOR AREA 5 ON OCTOBER 22, 2009, 0026 UTC WHEN MICHAEL ROY CALLED ME FROM SECTOR 9 RADAR POSITION. MR. ROY TOLD ME TO GO THROUGH COMPANY TO HAVE NWAISS CONTACT MINNEAPOLIS CENTER (ZMP) ON 124.87. MR. ROY THEN INFORMED THE ZMP RECEIVING SECTOR THAT NWAI88 WAS NOT IN CONTACT WITH AIR TRAFFIC CONTROL (NORDO) AND DENVER CENTER (ZDV) WAS CALLING COMPANY DISPATCH. I IMMEDIATELY TELEPHONED THE NORTHWEST AIRLINES DISPATCH VIA SPEED DIAL. / RECEIVED A RECORDED MESSAGE THAT THE TELEPHONE NUMBER HAD CHANGED. I WROTE DOWN THE NEW NUMBER AND DIRLED IT. 1 LISTENED TO THE PHONE MENU AND PUSHED THE NUMBER FOR DISPATCH. THE LINE RANG MULTIPLE TIMES BEFORE I HUNG UP AND TRUED AGAIN. I GOT SOMEBODY ON THE LINE THE SECOND TIME, BUT HE IMMEDIATELY PUT ME ON HOLD. WHEN HE CAME DACK TO THE LINE, I REQUESTED THAT HE SEND A MESSAGE TO NWA188 TO CONTRUT ZMP ON 124.87. HE SAID HE WOULD COMPLY.

12. SIGNATURE OF WITNESS

FAA Form 8020-26 (08-05)

10/27/2009

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		t. NAME OF REPORTING FACILITY: Denver ARTCC 2. REPORT NUMBER. ZDV-ARTCC		
PERSONNEL	STATEMENT	3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320		
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS 5. DATE/TIME OF ACCIDENT/INCIDENT October 21, 2009, 235				
7. NAME (OPERATING INITIALS): R. TITLE. Todd James (JT) ATCS		9. POSITION AND TIME (UTC) 28R	R 2310-2359 UTC	

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: ORIGINAL D SUPPLEMENTAL

11. TEXT OF STATEMENT:

I do not recal this specific situation. I listened to audio tape and I have nothing to add.

DEPARTMENT OF TRA			REPORTING FAC Denver ART		2. REPORT	NUMBER: DV-ARTCC-0134
PERSONNEL ST		3. AIRCRAÍ	3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320			
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	3. DATE/TIME OF ACCIDENT/INCIDENT (I October 21, 2009, 2356 U		6 EQUIPMENT	ATTACHM		NO
7. NAME (OPERATING INITIALS) Shawn Reuth (RH)	8. THILE: ATCS		9. POSITION AS	8R	A RA 2317-00	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER \$020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM \$020-26, 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:			ORIGIN	IAL	□ SUPPLI	EMENTAL
AFTER	REVIEWING TH	'E	AUDIO	I	MAVE	NOTHING
ELSE TO A	ΔΔ.					

12. SIGNATURE OF WITNESS:

270CTO9

2. REPORT NUMBER: NAME OF REPORTING FACILITY: DEPARTMENT OF TRANSPORTATION ZDV-ARTCC-0134 Denver ARTCC FEDERAL AVIATION ADMINISTRATION 3. AIRCRAFT IDENTIFICATION AND TYPE PERSONNEL STATEMENT NWA188, A320 4. LOCATION OF ACCIDENT/INCIDENT: 5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 6. EQUIPMENT ATTACHMENT: October 21, 2009, 2356 UTC Goodland, KS **D** YES DI NO

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

Suc-Kyung Farabaugh (BU)

ATCS

30RA RA 2331-0051 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

II. TEXT OF STATEMENT:

7. NAME (OPERATING INITIALS):

X ORIGINAL D SUPPLEMENTAL

9. POSITION AND TIME (UTC):

I was training a developmental at the 30RA position. We received a hand-off from FABALL ON NWALOB, Shortly thereafter, NWALOB checked on frequency. The radar controller acknowledged the check on. Soveral minutes later, the radar controller handed NWALOB OFF to SECTOR 20/39. After hand-off, NWALOB was given a frequency change to 134.12. NWALOB read back the correct frequency.

13. DATE OF SIGNATURE:

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

1. NAME OF REPORTING FACILITY: Denver ARTCC 2. REPORT NUMBER: ZDV-ARTCG-0134

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320

		2.		
4. LOCATION OF ACCIDENT/INCIDENT:	5. DATE TIME OF ACCIDENT/INCIDENT (UTC):	6 EQUIPMENT ATTACHMENT:		
Goodland, KS	October 21, 2009, 2356 UTC	□ YES \$ NO		
7. NAME (OPERATING INITIALS):	8 TITLE:	9. POSITION AND TIME (UTC):		
Mark Bunge (MB)	SATCS	OM3 O 1905-0238 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:

ORIGINAL D SUPPLEMENTAL

DURING THIS SHIFT I WAS ASSIGNED THE ZOV OMIC POSITION FOR THE EVENING SHIFT. I HAD HEARD SOME OF THE CONVERSATIONS ON THE DEN ABOUT THE MORDO AIRCRAFT IN EMP AIRSPACE.

LATEL I RECEIVED A CALL ON THE COMMERCIAL PHONE LINE
FROM THE DEN. THEY ADVISED ME ABOUT THE SITUATION AND
STATED THAT THE AIRCRAFT CAME FROM EDV. BUT THE FUP OM
HAD NOT RECEIVED A CALL FROM EDV. I ADVISED HIM THAT I WAS
HAD NOT RECEIVED A CALL FROM EDV. I ADVISED HIM THAT I WAS
NOT AWARE OF A NORDO AIRCRAFT IN EDV BUT WOULD REVIEW OUR
NOT AWARE OF A NORDO AIRCRAFT IN EDV BUT WOULD FOR A
IECFORMANCE. HE GAVE ME A NAME ARE AND ASKED FOR A

CALL BACK.

FALCON WAS DOWN SO IT TOOK SEVERAL MINUTES TO FIND THE

PATA. ABOUT THIS TIME MY RECIEF WAS ARRIVED AT THE DESK.

DATA. ABOUT THIS TIME MY RECIEF WAS ARRIVED FOLLOW-UP.

I BRIEFED HIM ON THE STRATION AND THE REQUESTED FOLLOW-UP.

TRANSMISSION IN SECTOR 30 AND 28, WHICH WARE NORMAL, WHEN WE TRANSMISSION IN SECTOR 30 AND 28, WHICH WARE NORMAL, WHEN WE HEARD THE AIRCRAFT SHIPPED AND RESPOND TO CHANGE TO IP I HEARD THE AIRCRAFT SHIPPED AND RESPOND TO CHANGE TO IP I PASSED AND ASKED MY RELIEF IF IT WAS OKAY TO LEAVE OR IF PASSED AND ASKED MY RELIEF IF IT WAS OKAY TO LEAVE OR IF PASSED AND ASKED MY RELIEF AND I LEAT THE BUILDING.

COMPLETE THE SHIPT BRIEFING AND I LEFT THE BUILDING.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

I. NAME OF REPORTING FACILITY: Deriver ARTCC 2. REPORT NUMBER: ZDV-ARTCC-0134

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320

	1	
4. LOCATION OF ACCIDENT/INCIDENT:	3. DATE/TIME OF ACCIDENT/INCIDENT (UTC):	6. EQUIPMENT ATTACHMENT:
Goodfand, KS	October 21, 2009, 2356 UTC	□ YES ☎ NO
7. NAME (OPERATING INITIALS): Vicating Books (VB)	8 TITLE:	9. POSITION AND TIME (UTC): 30RA RA 2331-0051 LITC

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:

ORIGINAL G SUPPLEMENTAL

I WAS TRAINING ON 30RA. I HEARD NWAI88 CHECK ON FREQUENCY AT 2339:16. THE RADAR CONTROLLER ACKNOWLEDGED NWAI88 AT 2339:19. AT 2345:49 I HEARD THE RADAR CONTROLLER SHIP NWAI88 TO SECTOR 28'S FREQUENCY 134.12. THEN I HEARD NWAI88 RESPOND 34.12 AT 2345:56.

13. DATE OF SIGNATURE

	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		LITY: 2. REI	2. REPORT NUMBER: ZDV-ARTCC-0134	
PERSONNEL ST			3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320		
4 LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	S. DATE/TIME OF ACCIDENT/INCIDENT (U October 21, 2009, 2356 U				
	* ***	9. POSITION AND	TO YES	□ NO	
7. NAME (OPERATING INITIALS). Bradley Maston (DE)	8; TITLE; ATCS		8RA RA 0008		
10. COMPLETE IN ACCORDANCE INCIDENT NOTIFICATION, INVESTIGE THE PURPOSE OF THIS STATEMENT A COMPLETE UNDERSTANDING OF HEARSAY, OPINIONS, CONCLUSIONS THIS STATEMENT MAY BE RELEASE ACTIVITIES INCLUDING PRETRIAL E HAND PRINTED AND SIGNED BY YOWILL NEITHER BE EDITED NOR TYPE THE STATEMENT. I TEXT OF STATEMENT.	ATION, AND REPORTING, PAIS TO PROVIDE ANY FACTS VITHE CIRCUMSTANCES SURROS, AND/OR OTHER EXTRANEOD TO THE PUBLIC THROUGH DISCOVERY, DEPOSITIONS, AU, AND YOUR SIGNATURE BEED AND, ONCE SIGNED, WILL	RAGRAPH 91, FAA FO VITHIN YOUR PERSON DUNDING THIS ACCID DUS DATA ARE NOT T THE FREEDOM OF IN ND ACTUAL COURT T ELOW CERTIFIES THE CONSTITUTE YOUR	RM 8020-26, PER AL KNOWLEDG ENT/INCIDENT. O BE INCLUDED FORMATION AC ESTIMONY. THI ACCURACY OF DRIGINAL STAT	SONNEL STATEMENTS. BE THAT WILL PROVIDE SPECULATIONS, IN THIS STATEMENT. IT OR LITIGATION IS STATEMENT IS TO BE THIS STATEMENT. IT	
I have reviewed)	ne avaiv ana	rave no in	y io he	o to ann.	
		13: DATE OF SIGNATURE:		- Andrew State Control of the Contro	
12. SignAF		10/27/200	9	954	

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

I. NAME OF REPORTING FACILITY: Denver ARTCC

2. REPORT NUMBER: ZDV-ARTCC-0134

PERSONNEL STATEMENT

3. AIRCRAFT IDENTIFICATION AND TYPE NWA188, A320

A ANAMAN MATERIAL MAT	T-F-TH BENGTANESCH A. ME	HUANTIOO, NOMO
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT:
7. NAME (OPERATING INITIALS): Michael Shurley (MS)	8, TITLE: ATCS	9. POSITION AND TIME (UTC): 18RA RA 2251-0031 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:

ORIGINAL D SUPPLEMENTAL

AFTER REVIEWING THE AUDIO, IDO NOT REMEMBER THIS EVENT.



13. DATE OF SIGNATURE

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT			1. NAME OF REPORTING FACULITY: Denver ARTCC 2. REPORT NUMBER: ZDV-ARTCC-013 3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320		
7 NAME (OPERATING INITIALS):	8. TITLE:		9. POSITION AND TIME (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.

9R R 2356-0055 UTC

I Attempted to switch NWA188 to ONLH 124.87. A/C did not sonswer.

I contacted previous sector to see if they could switch the to my fraguency.

I then called DNLH to see if they could switch the to my fraguency.

I then called DNLH to see if they changed frequency—the answer was Negative. I then informed my FLM Herda Shat A/C was Nordo Negative. I then informed my FLM Herda Shat A/C was Nordo And would be go to company and switch the to DNLH 124.87.

And would be go to company and switch the to DNLH 124.87.

I called ONLH and let them know my supervisor went to Company and a/c should be over in a few minutes.

Michael . Roy (VG)