



 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Amy Jensen (AC)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 28RA RA 2306-2358 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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p><i>I do not recall this aircraft.</i></p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 10/29/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Harold Hostetter (HE)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 18R R 0005-0101 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 9I, 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 EXTRANEIOUS 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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>AFTER REVIEWING THE AUDIO, I HAVE NOTHING FURTHER TO ADD.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 10/27/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Oscar Casey (OZ)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 18 RA 2251-0031 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:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p><i>AFTER REVIEWING THE AUDIO, I DO NOT REMEMBER THE SITUATION.</i></p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 10/29/09	



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Denver ARTCC

2. REPORT NUMBER:
ZDV-ARTCC-0134

3. AIRCRAFT IDENTIFICATION AND TYPE:
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:
Goodland, KS

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

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
James King (YM)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
8R R 2326-0010 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 EXTRANEIOUS 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 SUPPLEMENTAL



I do not recall this aircraft

12. SIGNATURE: 

13. DATE OF SIGNATURE:
10/29/09

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Alex Herda (AH)	8. TITLE: SATCS	9. POSITION AND TIME (UTC): 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 EXTRANEIOUS 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: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL I, 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 NWA188 CONTACT MINNEAPOLIS CENTER (ZMP) ON 124.87. MR. ROY THEN INFORMED THE ZMP RECEIVING SECTOR THAT NWA188 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. I RECEIVED A RECORDED MESSAGE THAT THE TELEPHONE NUMBER HAD CHANGED. I WROTE DOWN THE NEW NUMBER AND DIALED IT. I LISTENED TO THE PHONE MENU AND PUSHED THE NUMBER FOR DISPATCH. THE LINE RANG MULTIPLE TIMES BEFORE I HUNG UP AND TRIED AGAIN. I GOT SOMEBODY ON THE LINE THE SECOND TIME, BUT HE IMMEDIATELY PUT ME ON HOLD. WHEN HE CAME BACK TO THE LINE, I REQUESTED THAT HE SEND A MESSAGE TO NWA188 TO CONTACT ZMP ON 124.87. HE SAID HE WOULD COMPLY.			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/27/2009	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Todd James (JT)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 28R R 2310-2359 UTC	
<p>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 EXTRANEIOUS 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.</p>			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p><i>I do not recall this specific situation. I listened to the audio tape and I have nothing to add.</i></p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/29/2009	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Shawn Reuth (RH)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): BRA RA 2317-0007 UTC	
<p>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.</p>			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>AFTER REVIEWING THE AUDIO I HAVE NOTHING ELSE TO ADD.</p>			
12. SIGNATURE OF WITNESS:		13. DATE:  27 OCT 09	



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. NAME OF REPORTING FACILITY:
Denver ARTCC

2. REPORT NUMBER:
ZDV-ARTCC-0134

3. AIRCRAFT IDENTIFICATION AND TYPE:
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:
Goodland, KS

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

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Sue-Kyung Farabaugh (BU)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
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 EXTRANEIOUS 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 SUPPLEMENTAL

I was training a developmental at the 30RA position. We received a hand-off from ZAB71 on NWA188. Shortly thereafter, NWA188 checked on frequency. The radar controller acknowledged the check on. Several minutes later, the radar controller handed NWA188 off to SECTOR 28/39. After hand-off, NWA188 was given a frequency change to 134.12. NWA188 read back the correct frequency.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

10/29/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: Denver ARTCC
2. REPORT NUMBER: ZDV-ARTCC-0134
3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS
5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC
6. EQUIPMENT ATTACHMENT: YES NO
7. NAME (OPERATING INITIALS): Mark Bunge (MB)
8. TITLE: SATCS
9. POSITION AND TIME (UTC): 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 EXTRANEIOUS 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 SUPPLEMENTAL

DURING THIS SHIFT I WAS ASSIGNED THE ZDV OMIC POSITION FOR THE EVENING SHIFT. I HAD HEARD SOME OF THE CONVERSATION ON THE DEN ABOUT THE NORDO AIRCRAFT IN BIMP AIRSPACE.

LATER 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 ZDV, BUT THE BIMP OM HAD NOT RECEIVED A CALL FROM ZDV. I ADVISED HIM THAT I WAS NOT AWARE OF A NORDO AIRCRAFT IN ZDV BUT WOULD REVIEW OUR PERFORMANCE. HE GAVE ME A NAME ~~ASK~~ AND ASKED FOR A CALL BACK.

FALCON WAS DOWN SO IT TOOK SEVERAL MINUTES TO FIND THE DATA. ABOUT THIS TIME MY RELIEF WAS ARRIVED AT THE DESK. I BRIEFED HIM ON THE SITUATION AND THE REQUESTED FOLLOW-UP.

WE BOTH REVIEWED THE VOICE RECORDING, FINALLY FOUND THE TRANSMISSION IN SECTOR 30 AND 28, WHICH WERE NORMAL. WHEN WE HEARD THE AIRCRAFT SHARED AND RESPOND TO CHANGE TO 18 I PAUSED AND ASKED MY RELIEF IF IT WAS OKAY TO LEAVE OR IF HE NEEDED ME TO STAY. NOTHING ELSE WAS GOING ON SO WE WERE COMPLETE THE ^{POSITION} SHIFT BRIEFING AND I LEFT THE BUILDING.



13. DATE OF SIGNATURE: 10/30/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Denver ARTCC

2. REPORT NUMBER:
ZDV-ARTCC-0134

3. AIRCRAFT IDENTIFICATION AND TYPE:
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:
Goodland, KS

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

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Virginia Banks (VB)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
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 EXTRANEIOUS 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 SUPPLEMENTAL



I WAS TRAINING ON 30RA. I HEARD NWA188 CHECK ON FREQUENCY AT 2339:16. THE RADAR CONTROLLER ACKNOWLEDGED NWA188 AT 2339:19. AT 2345:49 I HEARD THE RADAR CONTROLLER SHIP NWA188 TO SECTOR 28'S FREQUENCY 134.12. THEN I HEARD NWA188 RESPOND 34.12 AT 2345:56.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

10/29/09

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Bradley Maston (DE)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): BRA RA 0008-0043 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 EXTRANEIOUS 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: <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </div> <p>I have reviewed the audio and have nothing further to add.</p>			
12. SIGNATURE: 		13. DATE OF SIGNATURE: 10/27/2009	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Denver ARTCC	2. REPORT NUMBER: ZDV-ARTCC-0134
		3. AIRCRAFT IDENTIFICATION AND TYPE: NWA188, A320	
4. LOCATION OF ACCIDENT/INCIDENT: Goodland, KS	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): October 21, 2009, 2356 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Michael Shurley (MS)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): 18RA RA 2251-0031 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 EXTRANEIOUS 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:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>AFTER REVIEWING THE AUDIO, I DO NOT REMEMBER THIS EVENT.</p>			
12. SIGNATURE OF WIT:		13. DATE OF SIGNATURE:	
		10/29/09	



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Denver ARTCC

2. REPORT NUMBER:
ZDV-ARTCC-0134

3. AIRCRAFT IDENTIFICATION AND TYPE:
NWA188, A320

4. LOCATION OF ACCIDENT/INCIDENT:
Goodland, KS

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

6. EQUIPMENT ATTACHMENT:
 YES NO

7. NAME (OPERATING INITIALS):
Michael . Roy (VG)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
9R R 2356-0055 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 EXTRANEIOUS 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 SUPPLEMENTAL

I attempted to switch NWA188 to ONL-H 124.87. a/c did not answer.
I contacted previous sector to see if they could switch a/c to my frequency.
I then called ONL-H to see if a/c changed frequency - the answer was negative. I then informed my FLM Herda that a/c was NORDO and would be going to company and switch a/c to ONL-H 124.87.
I called ONL-H and let them know my supervisor went to company and a/c should be over in a few minutes.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

10-27-09