



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

DALLAS-FT. WORTH TRACON/TOWER
P.O. BOX 610368
DFW AIRPORT, Texas 75261

Subject: INFORMATION: Accident File, D10-TRACON-005,
DLH436, E340, on June 21, 1996

Date: 10/17/97

From: Acting Air Traffic Manager,
Dallas-Ft. Worth TRACON/Tower

Reply To
Attn of: [REDACTED]

To: Manager, Air Traffic Division, ASW-500
Manager, AAT-26
Manager, FSDO
Manager, NTSB ✓

Upon review of accident file/package, D10-TRACON-005, several typographical errors were noted. The following changes have been made on the attached revised pages:

- a. Tab number 3, page number 2, time line 1917 UTC, first line - changed the word East to West.
- b. Tab number 3, page number 2, time line 1919 UTC, first line - changed the word East to West; second line - changed the word East to West.
- c. Tab number 5, page number 4, time line 1919 UTC, first line - changed the word East to West.
- d. Tab number 5, page number 4, time line 1919 UTC, first line - changed the word East to West; second line - changed the word East to West.

Please remove the incorrect pages and insert the revised pages in your copy of the accident package. Additionally, the following changes should be noted in regard to the cassette recordings on file at the DFW TRACON/Tower:

- a. On the DFW Tower cassette recording tape label, line number 4, changed GE1 to GW1.
- b. On the DFW Tower cassette recordings one position preamble incorrectly references the ground east position. In actuality, the position recorded is ground west. The preamble was not changed on the cassette to preserve the condition of the rerecording.

If there are questions regarding these actions, please contact Wayne L. Eckenrode, Quality Assurance Specialist, DFW TRACON/Tower, at [REDACTED]


C. Ross Schulke

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT**

(Continuation Sheet)

REPORT DATE

July 18, 1996

REPORT NO.

D10-TRACON-005

Dallas-Fort Worth TRACON (D10)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATC facilities, and emergency action taken.)

June 21, 1996

ALL TIMES ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

UNDER Tab 3,
This is page 2

- 1905 The pilot of DLH436 called Dallas-Fort Worth Clearance Delivery requesting startup to Houston Intercontinental Airport. The IFR clearance was issued and acknowledged for.
- 1908 The pilot of DLH436 called back Clearance Delivery to reconfirm the routing. The routing was reissued.
- 1917 The pilot of DLH436 called Dallas-Fort Worth Ground West requesting taxi instructions and was issued taxi instructions to runway 18L.
- 1919 The pilot of DLH436 called Ground West ready for departure and was instructed to contact tower on frequency 124.15. When DLH436 was on the Ground West frequency, Local West instructed DLH436 twice to taxi into position and hold on runway 18L but did not get an acknowledgment.
- 1920 Local West instructed DLH436 for a third time to taxi into position and hold and received acknowledgment from the pilot of DLH436. Local West obtained a release on DLH436 from Local East. DLH436 was instructed to fly heading 185 and was cleared for takeoff. The pilot of DLH436 acknowledged and requested to confirm heading 174.
- 1921 DLH436 requested to confirm the heading after liftoff. Local West instructed DLH436 to fly heading 180 and the pilot acknowledged.
- 1922 Local West instructed DLH436 to fly heading 170 and contact departure. DLH436 reported on Dallas-Fort Worth TRACON Departure One (DR1) frequency. DR1 advised DLH436 was radar contact. DLH436 asked DR1 to confirm assigned heading. DR1 instructed DLH436 to fly heading 170 and climb and maintain 17,000.
- 1924 DR1 instructed DLH436 to turn left heading 160. Fort Worth Center, Waco low (ACTLO) accepts radar hand-off on DLH436 from Dallas-Fort Worth TRACON.
- 1927 The pilot of N421LF called DR1 twenty-eight miles southeast at 14,500 requesting traffic advisories. The pilot of DLH436 advised DR1 that he had traffic. DR1 issued DLH436 traffic at one o'clock and a mile northbound at 14,500. Fort Worth Center, ACTLO initiated a radar hand-off to Fort Worth Center, Dallas high (DALHI). DALHI accepted radar hand-off on DLH436.
- 1928 DR1 radar identified N421LF and advised the pilot that an airbus was passing off his right. The pilot of N421LF said that he had been watching him. DR1 instructed DLH436 to contact Fort Worth Center on frequency 133.3. The pilot of DLH436 asked DR1 if he knew about the traffic. DR1 advised DLH436 that the traffic has passed and is no longer a factor. The pilot of DLH436 said that it was a traffic factor for him and that he had a traffic advisory. The pilot of DLH436 then said he had to stop the climb and descend to avoid the traffic. DR1 advised DLH436 that the traffic is VFR, had him in sight and instructed DLH436 to contact Fort Worth Center on frequency 133.3. The pilot of DLH436 asked for the frequency again.
- 1929 The pilot of DLH436 asked for the frequency again and it was reissued. DLH436 reported on Fort Worth Center, ACTLO frequency. ACTLO cleared DLH436 direct BILEE (intersection) rest of route unchanged, assigned FL230 and assigned a 280 knot speed restriction.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE
July 16, 1996

REPORT NO.
D10-TRACON-005

Dallas-Fort Worth Tower

(Continuation Sheet)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATC facilities, and emergency action taken.)

June 21, 1996

ALL TIMES ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

UNDER TAB 5
This is page 4

- 1905 The pilot of DLH436 called Dallas-Fort Worth Clearance Delivery requesting startup to Houston Intercontinental Airport. The IFR clearance was issued and acknowledged for.
- 1908 The pilot of DLH436 called back Clearance Delivery to reconfirm the routing. The routing was reissued.
- 1917 The pilot of DLH436 called Dallas-Fort Worth Ground West requesting taxi instructions and was issued taxi instructions to runway 18L.
- 1919 The pilot of DLH436 called Ground West ready for departure and was instructed to contact tower on frequency 124.15. When DLH436 was on the Ground West frequency, Local West instructed the pilot of DLH436 twice to taxi into position and hold on runway 18L, but did not get an acknowledgment.
- 1920 Local West instructed the pilot of DLH436 for a third time to taxi into position and hold and received an acknowledgment. Local West obtained a release on DLH436 from Local East. The pilot of DLH436 was instructed to fly heading 185 and was cleared for takeoff. The pilot of DLH436 acknowledged and requested to confirm heading 174.
- 1921 The pilot of DLH436 requested to confirm the heading after liftoff. Local West instructed the pilot of DLH436 to fly heading 180 and the pilot acknowledged.
- 1922 Local West instructed the pilot of DLH436 to fly heading 170 and contact departure.

No More Follows