



## MEMORANDUM FOR RECORD

**Shaun Williams**  
**Senior Aviation Accident Investigator**  
**Central Region**

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**Date: 6/22/2022**  
**NTSB Accident Number: CEN21FA198**

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### FAA Air Traffic Control Abbreviated Timeline of Final Segment

The following information was gleaned from a FALCON replay that included audio and video from the FAA.

- 1631:19 Pilot of N461DK checked in with Memphis Air Route Traffic Control Center (ZME) climbing through 6,000 ft for FL230 / Controller acknowledged (At this time there was an aircraft about 50 nm in front of N461DK descending out of FL210 for 16,000 ft- PIREP Potential)
- 1632:30 Controller broadcast Center Weather Advisory (CWA) for thunderstorms in vicinity
- 1632:59 Controller advised N461DK about moderate precip along route of flight
- 1633:08 Accident pilot asked ZME for suggested routing. Controller stated that her radar only showed precipitation and that she could vector him around, but other than that she couldn't see anything except precipitation. Pilot acknowledged
- 1634:02 Pilot asked for icing levels. Controller responded that she did not have that information, could look it up online, but didn't have it readily available. Pilot acknowledged
- 1638:54 Controller advised N461DK that generic Aviation Weather Center icing forecast indicated icing for all of Arkansas between 1,000-13,000 ft, and that was the lowest freezing level. Pilot acknowledged

1641:49 Controller instructed N461DK to change frequency. Pilot acknowledged  
1650:33 Pilot of N461DK reported climbing through 16,000 ft for FL230. Controller acknowledged  
1659:00 N461DK, after reaching above FL200, could be observed descending and varying in course direction/heading.  
1659:20 Controller broadcasted SIGMETs over the frequency.  
1700:09 Data tag on N461DK could be observed changing to XXX in altitude  
1701:04 Data tag last movement observed, consistent with entering coast "CST" status  
1701:17 FALCON video portion of replay stops, however audio continues - according to audio track that does not appear to break, over 4 minutes elapsed between when N461DK began descending and changing course, and controller attempts to contact N461DK

End of Record