

DCA24FA017

AIR TRAFFIC CONTROL

Group Chairman's Factual Report - Attachment 2

ATC Voice Partial Transcript

September 22, 2025

Type Transcript: Partial Transcript
Transcribed: August 25, 2025
NTSB Number: DCA24FA017
NTSB Staff: Sarah LC Lewis

The following is a true transcription of the recorded communications pertaining to the subject aircraft accident involving N269AA and N510HM. The following is a list of facilities, positions, and/or aircraft making transmissions.

HOU ATCT Flight Data/Clearance Delivery Controller	FD/CD
N269AA	N269AA
HOU ATCT Ground Control Controller	GC
N510HM	N510HM
HOU ATCT Local Control Controller	LC
Southwest Airlines Flight 1587	SWA1587
Tower Cab Personnel Unknown	TWR UKN
Southwest Airlines Flight 1644	SWA1644
Airport Operations vehicle 11	OPS11

The following communications was transcribed from certified audio recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in Coordinated Universal Time (UTC) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this transcript.

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1955:02	N269AA	yeah uh Houston clearance hawker two six nine alpha alpha over at signature I-F-R clearance on request to waukesha with delta
1955:11	FD/CD	standby
1955:54	FD/CD	hawker two six nine alpha alpha I have your clearance to uh uniform echo sierra when you are ready
1955:59	N269AA	um all set to copy uh niner alpha alpha
1956:01	FD/CD	roger niner alpha alpha cleared to uniform echo sierra airport via the indie eight departure tpakk transition then as filed climb and maintain five thousand expect flight level three niner zero one zero minutes after departure departure frequency one three two point two five squawk two five three three
1956:21	N269AA	okay ah hawker two six nine alpha alpha is cleared to waukesha via the indie eight departure track tpakk transition as filed climb and maintain five thousand expect three nine zero in ten one thirty two point two five for departure squawking two five three three

1956:36	FD/CD	uh verify twenty five thirty three on the squawk for nine alpha alpha
1956:39	N269AA	affirmative
1956:40	FD/CD	nine alpha alpha readback correct uh verify information ecs say parking
1956:45	N269AA	yeah we'll uh we'll get xray uh echo and we're parking at signature
1956:49	FD/CD	roger ground point niner for taxi just let them know you have current information have a nice flight
1956:52	N269AA	thank you sir
2013:53	N269AA	[N269AA simultaneously transmits on ground frequency with another aircraft]
2014:08	GC	other aircraft calling
2014:09	N269AA	yes sir its hawker two six nine alpha alpha signature with the information ready to taxi
2014:13	GC	hawker two six niner alpha alpha hobby ground ah you coming out on kilo or Charlie side
2014:20	N269AA	ah i could either sir wherever you want me to
2014:22	GC	whats easier for you
2014:25	N269AA	kilo
2014:27	GC	november two six niner alpha alpha runway ah two two taxi via kilo
2014:35	N269AA	via kilo hawker two six nine alpha alpha two two (indiscernible)
2015:21	N510HM	and hobby five one zero hotel mike ah nine miles out with echo
2015:27	LC	say again
2015:28	N510HM	mustang hotel mike nine miles out for one three right with echo
2015:32	LC	november five one zero hotel mike hobby tower runway one tree right cleared to land say parking
2015:36	N510HM	going to wilson zero hotel mike
2015:38	LC	thank you
2015:50	GC	nine alpha alpha monitor tower
2015:52	N269AA	going to the tower we'll see you
2017:32	N510HM	and tower zero hotel mike four mile final
2017:35	LC	zero hotel mike thank you
2018:01	LC	november two six nine alpha alpha hobby tower runway two two line up and wait
2018:04	N269AA	line up and wait uh two two uh six nine alpha alpha
2018:29	LC	southwest fifteen eighty seven reduce to slowest practical you are following a citation about a mile and a half final indicating a hundred knots
2018:36	SWA1587	we're slowing southwest fifteen eighty seven
2019:26	LC	wind one four zero at one seven gust two three
2019:47	LC	nine alpha alpha stop hold your position
2019:52	LC	alpha alpha hold your position stop

2019:59	TWR UNK	[mic keyed from tower cab] no no no no no [audible sigh]
2020:14	LC	southwest fifteen eighty seven go around please southwest fifteen eighty seven go around
2020:18	SWA1587	go around southwest fifteen eighty seven
2020:20	LC	southwest fifteen eighty seven maintain three thousand
2020:23	SWA1587	three thousand southwest fifteen eighty seven
2020:29	N269AA	nine alpha alpha we gotta come back
2020:33	LC	niner alpha alpha maintain three thousand stay with me for now fly heading two two zero
2020:38	N269AA	we just had a midair we cant do that
2020:41	LC	you said what
2020:42	N269AA	yeah somebody just ah you guys cleared someone to takeoff or land and we hit them on the departure
2020:48	LC	yes sir you need to come back to the airport you said right
2020:49	N269AA	yeah immediately
2020:51	LC	november nine alpha alpha turn right heading ah three one zero
2020:54	N269AA	right turn heading three one zero romeo romeo ah alpha alpha
2020:56	LC	southwest twenty two fourteen cancel landing clearance and climb maintain three thousand fly runway heading
2021:02	SWA2214	we ah cancel uh landing clearance climb maintain three thousand runway heading southwest twenty two fourteen
2021:08	LC	november niner alpha alpha runway one three right you can cleared to land cleared to land
2021:11	N269AA	cleared to land alpha alpha
2021:14	N510HM	hey zero hotel mike is off at wilson we're the plane that I think that guy just hit
2021:19	LC	zero hotel mike say again
2021: 21	N510HM	we're off at we're off going to Wilson I think we're the ones that that guy just hit us
2021:26	LC	okay stay with us stay with me for now
2021:33	LC	--ber nine alpha alpha runway one tree right cleared to land
2021:53	SWA1644	[transmission partly stepped on by airport vehicle] -- four ah thirteen right if able
2021:55	LC	what about thirteen right
2022:01	SWA1644	thirteen forty four southwest
2022:05	LC	standby please
2022:06	LC	southwest sixteen twenty four climb maintain three thousand fly runway heading
2022:11	N269AA	and ah for alpha alpha we were cleared to land runway on ah one three right?
2022:15	LC	alpha alpha yes sir southwest sixteen ninety four expedite climb maintain three thousand please
2022:21	LC	southwest sixteen forty four climb maintain three thousand

2022:25	SWA1644	alright we are going around climbing to three thousand southwest sixteen forty four
2022:39	LC	november nine alpha alpha you are cleared to land runway one three right
2022:42	N269AA	cleared to land one three right romeo alpha alpha
2022:48	OPS11	hobby tower ops eleven
2022:49	LC	ops eleven go ahead
2022:51	OPS11	i'm holding short (indiscernable) echo and golf let me know when that plane lands please
2022:54	LC	yes
2023:17	LC	wind one four zero one eight gusts two four
2023:54	LC	wind one four zero one eight gusts two four
2024:37	LC	ops two eleven that aircraft just landed you can proceed runway one three right
2024:39	OPS11	(indiscernible) for ops eleven
2024:43	OPS11	hobby tower do you let uh ops know that this is the plane cuz they're expecting southwest
2024:48	LC	okay uh southwest is not coming
2025:20	OPS11	hobby tower gonna to show four two two closed there is some debris here on four two two
2025:24	LC	yes sir they're um ops eleven yes maam they are closed
2025:27	OPS11	is that debris belong to southwest or this plane that just landed
2025:30	LC	the one there was a plane that was landing and one that was taking off they clipped each other
2025:36	OPS11	okay show all airfield closed at this time all airfield closed
2025:40	LC	yes
2025:48	LC	november niner alpha alpha uh contact ground on one two zero point two one two zero point two
2025:56	N269AA	one two zero point two we'll be there

[Emergency assistance was provided to both accident aircraft on ground control not transcribed]

**** END OF TRANSCRIPT ****