

12/1/2023

FOR YOUR INFORMATION

2023-196/10-26

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (AAS-1),
Jeppesen Sanderson Inc.

2038123

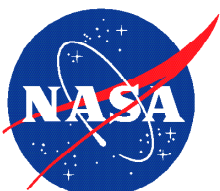
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ATM DFW Tower, AJV-A, ASW-600, AFS
-260, AFS-200, Director of Air Traffic Operations CSA), A4A, AAAE, ALPA, AOPA,
APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA,
NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: DFW Departure Procedure Confusion

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2038123**DATE / TIME**

Date of Occurrence	202308
Local Time Of Day	1801 to 2400

PLACE

Locale	DFW.Airport
State	TX
Altitude - AGL	0

ENVIRONMENT

Weather	Thunderstorm
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	DFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	2038123

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Captain and I were on a flight from DFW to ZZZ. We were given the usual route on our flight release with nothing special. However, during our taxi, we were advised to monitor the re-route frequency for there was a change in our flight plan due to weather. The Captain stopped the aircraft, advised tower of our intentions and we began to monitor. This is where the confusion occurred. The ATC worker in the reroute frequency said something along the lines of "Aircraft X, amendment to your route ... (I don't remember the details) fly the Coda departure then the rest of the route is as filed". The Captain and I spent a few minutes looking for every chart to find a CODA DEPARTURE but was unable to find it anywhere. We asked ATC to confirm it 3-4 times, and all he said was fly the CODA 9 departure, then the rest is as published. We finally said "We are unable to find the CODA 9 departure" the ATC responded "Contact your dispatch ...". We contacted dispatch and they were also unaware of the departure. So we returned to ATC to finally ask for the exact fixes on the route, after the 5th time we called about the confusion. He goes to tell us the fixes one by one and to end it with "THEN AS FILED". Captain REPEATED all the fixes back, to which the controller confirmed our read back. After all this, we continued with the flight. During our departure, there was a no error until after the CODA departure we turned to, what we thought was the "AS FILED" portion of our route, but turned out we were flying to an incorrect fix. Forth Worth Center very nicely advised us the correct fix that we were supposed to fly to and we turned to fly to that fix THEN everything went as filed. No further events occurred afterwards.

ATC relied on pilots to know where to find the CODA departure. Newer pilots in DFW area aren't aware of the CODA 9 departure that isn't on any charts. Possible read back error on both ends, pilot and ATC - causing possible deviation enroute. The ATC could've been more helpful the 3rd time I had called about the confusion. The pilots had everything in the FMS system to which they thought was correct. Possibly more attention during the read back of the fixes.

SYNOPSIS

Air carrier pilot departing DFW reported being issued a revised departure procedure while taxiing at DFW that could not be located in any published material. Company dispatch was also unaware of a procedure with this name.