

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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HUMAN PERFORMANCE

Specialist's Factual Report

July 7, 2023

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A. INCIDENT

Location: Austin, Texas
Date: February 4, 2023
Time: 0640 central standard time
Airplane: Boeing 737-79P and 767-32LF

B. HUMAN PERFORMANCE INVESTIGATOR

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C. DETAILS OF THE INVESTIGATION

On February 4, 2023, at 0640 central standard time, a Boeing 737-79P, N7827A, operated as SWA708, and a Boeing 767-32LF, N297FE, operated as FDX1432, were involved in a runway incursion with overflight that resulted in a loss of separation and potential near midair collision (NMAC) in Austin, Texas. There were no injuries reported and neither aircraft were damaged. SWA708 was operated as a Title 14 *Code of Federal Regulations* Part 121 passenger flight departing Austin- Bergstrom International Airport (AUS) with a planned destination of Cancun, Mexico. FDX1432 was operated as a Title 14 *Code of Federal Regulations* Part 121 cargo flight and had departed Memphis International Airport (MEM) with a planned destination of AUS.

D. FACTUAL INFORMATION

1.0 Captain's 72-Hour History

The captain said that he needed between 5 and 6 hours of sleep to feel rested.

On February 1, the captain said that he woke up at about 0600 Pacific Standard Time (PST). He had the day off and could not recall when he went to sleep.

On February 2, the captain said that he woke up at 0500 PST, relaxed throughout the morning and had a couple naps throughout the day, which were less than an hour. He had a flight at 1856 from Sacramento, California to Memphis, Tennessee and arrived at 0029 on February 3. He went to sleep between 0115 and 0130.

On February 3, the captain could not recall when he woke up. He had a flight at 0521 from Memphis, Tennessee to Austin, Texas and arrived at 0705. He said that he had had an exercise break, ate lunch, and took a couple naps, which were approximately 1 hour. He had a flight at 2223 from Austin, Texas to Memphis,

Tennessee, and arrived at 0004 on February 4. He could not recall when he went to sleep.

On February 4, the captain could not recall when he woke up. The incident flight departed from Memphis, Tennessee at 0430.

2.0 First Officer's 72-Hour History

The first officer said that he needed between 6 and 8 hours of sleep to feel rested.

On February 1 the first officer said he woke up at 0830 PST had lunch, took an hour nap in the afternoon, and went to sleep about 0000 PST on February 2.

On February 2, the first officer said he said he woke up at 0830 PST, had lunch and took an hour and a half nap in the afternoon. He had a flight at 1856 PST from Sacramento, California to Memphis, Tennessee and arrived at 0029 on February 3.

On February 3, the first officer went to sleep between 0115 and 0130 and woke up at 0330 because he was supposed to fly from Memphis, Tennessee to El Paso, Texas that day. The first officer 'timed out' for that flight due to delays for deicing. The first officer went to the hotel after lunch and napped from 1445 to 1745. He went to sleep between 2115 and 2130 and woke up at 0050 on February 4.

On February 4 (incident flight), the first officer reported for duty at 0230 for a flight that departed Memphis, Tennessee at 0430.

Submitted by:

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