

# 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**

Specialist Report                      Dujuan Sevillian, Ph.D.  
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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 6 and 7 hours of sleep to feel well rested.

On February 1, 2023 the captain had the day off from work. He woke up between 0600 and 0700, played golf in the afternoon and went to bed between 2100 and 2200.

On February 2, the captain had the day off and woke up between 0600 and 0700. He went for a walk and had a flight at 1200 from Miami, FL to Houston, Texas. After the flight, he drove to the hotel, ate dinner, and was in bed between 2000 and 2100.

On February 3, he woke up at 0340, reported for duty at 0440 and had a flight at 0601 from Houston, Texas to Las Vegas, Nevada. He had another flight from Las Vegas, Nevada to Dallas, Texas. Finally, he had a deadhead flight from Dallas, Texas to

Austin, Texas. After the flight, the captain ate dinner at 2000 and could not recall when he went to bed.

On February 4, 2023, the captain could not recall when he woke up. He was on duty at 0540 and had a at 0619 (incident flight) from Austin, Texas to Cancun, Mexico.

## **2.0 First Officer's 72-Hour History**

The first officer said that he normally gets 7 hours of sleep a day. His daily routine was to wake up in the morning, fix breakfast for his kids and drive them to school. In the afternoon he had scheduled physical fitness and drove his car to pick up his kids up from school.

On February 1, 2023, the first officer had the day off from work and said that he woke up at 0500, had his daily routine and went to bed at 2130.

On February 2, 2023, the first officer had the day off from work and woke up between 0400 and 0500. He had his daily routine and between 1000 and 1030 drove from Uvalde, Texas to Houston, Texas. He arrived at a hotel at 1500 and went to bed at 2000.

On February 3, 2023 he woke up at 0330 reported for duty at 0440 and had a flight at 0601 from Houston, Texas to Las Vegas, Nevada. He had another flight from Las Vegas, Nevada to Dallas, Texas. Finally, he had a deadhead flight from Dallas, Texas to Austin, Texas. He had scheduled physical fitness, ate dinner, and went to bed at 2000.

On February 4, 2023 he did not recall when he woke up. He was on duty at 0540 and had a at 0619 (incident flight) from Austin, Texas to Cancun, Mexico.

Submitted by:

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