

Flight Crew Statement

On February 27 at approximately 1850 EST, I was operating JetBlue flight 206 from BNA to BOS with my first officer (jump seat was also occupied by a pilot). It was after sunset in visual conditions and we were able to see the airport by the final approach fix. The first officer was flying the plane on the ILS 4R approach. We received our clearance to land and completed the landing checklist. On the tower frequency I heard an aircraft given a line up and wait instruction. My first officer disconnected the autopilot and continued the approach to landing. As we entered the flare after crossing the threshold of 4R at about 30 feet above the ground, I saw an aircraft cross 4R on runway 9 from our left to right. I could not estimate the distance from the aircraft as it had passed out of sight in approximately 1 to 2 seconds from when we first saw it. The tower called for us to go around and the crew immediately initiated the go around. Our aircraft crossed the intersection of runway 4R and 9 at approximately 20ft above the ground behind the path of the departing aircraft. We reconfigured the aircraft after the go around and climbed per the tower's instructions to fly runway heading climbing to 3000 feet and then to 4000 feet. We were handed off to departure and the controller asked for the reason for the go around. I stated it was "tower instructed." At this point I noticed there was an EICAS message "Bleed Overpressure" I transferred the radios to my first officer and completed the QRH procedure. At this point we were being vectored for another approach, so I continued to prepare the cockpit for the second landing. We once again joined the final approach for 4R and completed a normal landing.

-Captain Mikhael Thomstatter, BOS E190 Captain

I concur with Captain Mike Thomstatter's statement.

-First Officer Nicolas Nicastro, BOS E190 First Officer