

June 11, 2024

The Honorable Michael G. Whitaker
Administrator
Federal Aviation Administration
Washington, DC 20591

The attached letter from the NTSB Chair provides information about the May 29, 2024, report *Runway Incursion and Rejected Takeoff, American Airlines Flight 106, Boeing 777-200, N754AN, and Delta Air Lines Flight 1943, Boeing 737-900, N914DU* (NTSB/AIR-24-01). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, A-24-2 through -9, reiterated Safety Recommendation A-18-30, and classified Safety Recommendations A-00-66 and A-18-31). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



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National Transportation Safety Board

Office of the Chair

Washington, DC 20594



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The Honorable Michael G. Whitaker
Administrator
Federal Aviation Administration
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Dear Administrator Whitaker:

This letter provides information about the National Transportation Safety Board's (NTSB) May 29, 2024, report *Runway Incursion and Rejected Takeoff, American Airlines Flight 106, Boeing 777-200, N754AN, and Delta Air Lines Flight 1943, Boeing 737-900, N914DU* (NTSB/AIR-24-01). The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- the need for a procedural crosscheck that requires flight crews to verbalize the number of a runway they are about to cross as indicated by runway signs;
- the lack of flight deck technology to detect potential traffic conflicts on a taxiway or runway surface;
- the need for additional risk mitigation strategies to reduce the likelihood that flight crew surface navigation errors result in runway incursions; and
- the need for cockpit voice recorders with a 25-hour recording capability.

Accordingly, the NTSB makes the following safety recommendations to the FAA. Additional information regarding these recommendations can be found in the noted sections of the report.

- Encourage Title 14 *Code of Federal Regulations* Part 91K, 135, and 121 operators to incorporate into their standard operating procedures a procedural crosscheck that requires flight crews to verbalize the number of a runway they are about to cross, as indicated by runway signs, unless an installed automated system already provides an aural advisory. (A-24-2) (See section 2.3.1.)
- Encourage Title 14 *Code of Federal Regulations* Part 121 operators to use their safety management system to identify flight

crew surface navigation errors resulting from the performance of concurrent tasks during taxi and develop and implement effective risk mitigation strategies considering human factors principles. (A-24-3) (See section 2.3.2.)

- Collaborate with aircraft and avionics manufacturers and software designers to develop the technology for a flight deck system that would provide visual and aural alerts to flight crews of traffic on a runway or taxiway and traffic on approach to land. (A-24-4) (See section 2.3.3.)
- Require that the technology developed in response to Safety Recommendation A-24-4 be installed in all newly certificated transport-category airplanes. (A-24-5) (See section 2.3.3.)
- Require that existing transport-category airplanes be retrofitted with the technology developed in response to Safety Recommendation A-24-4. (A-24-6) (See section 2.3.3.)
- Evaluate the effectiveness of the activation logic for the runway status light system considering the circumstances of this incident. (A-24-7) (See sections 1.9.1.1 and 2.4.1.)
- Using the findings of the evaluation conducted in response to Safety Recommendation A-24-7, update the runway status light system activation logic as necessary to improve system effectiveness. (A-24-8) (See sections 1.9.1.1 and 2.4.1.)
- Require retrofit of all cockpit voice recorders (CVR) on all airplanes required to carry both a CVR and a flight data recorder with a CVR capable of recording the last 25 hours of audio. (A-24-9) (See sections 1.9.1.2 and 2.6.)

In addition, the NTSB reiterates the following recommendation to the FAA:

- Require all newly manufactured airplanes that must have a cockpit voice recorder (CVR) be fitted with a CVR capable of recording the last 25 hours of audio. (A-18-30)

In the same report, we also classified the following safety recommendations:

- Require, at all airports with scheduled passenger service, a ground movement safety system that will prevent runway incursions; the system should provide a direct warning capability to flight crews. In addition, demonstrate through computer

simulations or other means that the system will, in fact, prevent incursions. (A-00-66)

Safety Recommendation A-00-66 is classified Closed–Unacceptable Action/Superseded in section 2.3.3 of the report. This recommendation is superseded by Safety Recommendations A-24-4 through -6.

- By January 1, 2024, require retrofit of all cockpit voice recorders (CVR) on all airplanes required to carry both a CVR and a flight data recorder with a CVR capable of recording the last 25 hours of audio. (A-18-31)

Safety Recommendation A-18-31 is classified Closed–Unacceptable Action/Superseded in section 2.6 of the report. This recommendation is superseded by A-24-9, which is classified Open–Unacceptable Response.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations A-24-2 through -9, reiterated Safety Recommendation A-18-30, and classified Safety Recommendations A-00-66 and A-18-31). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chair

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-24-004	1	AIR-24-02	6/18/2024	Runway Incursion and Overflight Southwest Airlines Flight 708, Boeing 737-700, N7827A, and Federal Express Flight 1432, Boeing 767-300, N297FE	Austin	TX	2/4/2023

Safety Recommendation Reiteration List

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Safety Recommendation Reiteration List

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A-24-006	1	AIR-24-02	6/18/2024	Runway Incursion and Overflight Southwest Airlines Flight 708, Boeing 737-700, N7827A, and Federal Express Flight 1432, Boeing 767-300, N297FE	Austin	TX	2/4/2023

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-24-009	1	AIR-24-02	6/18/2024	Runway Incursion and Overflight Southwest Airlines Flight 708, Boeing 737-700, N7827A, and Federal Express Flight 1432, Boeing 767-300, N297FE	Austin	TX	2/4/2023
A-24-009	2	AIR-25-04	7/10/2025	In-Flight Separation of Left Mid Exit Door Plug	Portland	OR	1/5/2024