



Aviation Investigation Preliminary Report

Location:	Nashville, TN	Incident Number:	DCA24FA300
Date & Time:	September 12, 2024, 09:14 Local	Registration:	N919AK (A1); N225WN (A2)
Aircraft:	Boeing 737-9 (A1); Boeing 737-7H4 (A2)	Injuries:	176 None (A1); 141 None (A2)
Flight Conducted Under:	Part 121: Air carrier - Scheduled (A1); Part 121: Air carrier - Scheduled (A2)		

On September 12, 2024, about 0914 central daylight time (CDT), Alaska Airlines flight 369 (ASA369), a Boeing 737-900, N919AK, rejected their take-off on runway 13 at Nashville International Airport (BNA), Nashville, Tennessee, when Southwest Airlines flight 2029 (SWA2029), a Boeing 737-700, N225WN, crossed the runway at taxiway T5 . There was no damage to the airplanes nor injuries to crew or passengers onboard either airplane. ASA369 was operating under the provisions of Title 14 *Code of Federal Regulations* Part 121 as a scheduled domestic passenger flight from BNA to Seattle-Tacoma International Airport (SEA), Seattle, Washington. SWA2029 was operating under Title 14 *Code of Federal Regulations* Part 121 as a scheduled domestic passenger flight from BNA to Jacksonville International Airport (JAX), Jacksonville, Florida.

The NTSB was notified of the incident and operations, air traffic control (ATC), human factors, aircraft performance, flight data recorder (FDR), and cockpit voice recorder (CVR) specialists were assigned. The ATC group convened at the BNA air traffic control tower the week of September 16th to conduct interviews, review documentation and data. Parties to the investigation are the Federal Aviation Administration (FAA), National Air Traffic Controller Association (NATCA), Alaska Airlines, Southwest Airlines, Air Line Pilots Association (ALPA), Southwest Airlines Pilots Association (APA), and Boeing Commercial Airplanes .

History of Flight

The following timeline (Table 1) was constructed from certified ATC audio re-recordings and automatic dependent surveillance- broadcast (ADS-B) data provided by the FAA. All times are in CDT. A graphical depiction of the event location with the path of the involved aircraft is shown on an overlay of a Google Earth image in figure 1.

Time	Event
0912:11	Local Controller instructed the flight crew of ASA369 to line up and wait on runway 13 with good read back.
0913:01	SWA2029 flight crew contacted Ground Controller.
0913:05	Ground Controller instructed flight crew of SWA2029 to proceed to runway 20C, and to cross runway 13 at taxiway T5.
0913:13	Flight Crew of SWA2029 correctly read back the taxi instructions to Ground Controller.
0913:28	Local Controller cleared ASA369 for take off on runway 13 with good read back.
0914:30	The flight crew of ASA369 reported to Local Controller that they were aborting, followed by the Local Controller canceling takeoff clearance.
0915:10	Local Controller asked the flight crew of ASA369 if they were able to exit on Taxiway 4 and they responded yes.

Table 1. Timeline of events.



Figure 1. A graphic depicting the event with ground track of involved aircraft.

ASA369 exited runway 13 on taxiway T4 and proceeded to the gate area. While ASA369 was waiting for an open gate, fuse plugs deflated all four main landing gear tires. Passengers were deplaned via air stairs on the ramp. SWA2029 taxied to runway 20C, received takeoff clearance and departed BNA for JAX.

The FDR and CVR were retrieved from the Alaska Airlines airplane, and the FDR was retrieved from the Southwest Airlines airplane. The CVR from the Southwest Airlines airplane had been overwritten. All the recorders were sent to the NTSB Vehicle Recorder Laboratory, and data has been retrieved from all the recorders. The Operations Group will be performing interviews of both flight crews involved in the incursion.

The investigation continues.

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Boeing	Registration:	N919AK
Model/Series:	737-9	Aircraft Category:	Airplane
Amateur Built:			
Operator:	ALASKA AIRLINES INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Designator Code:			

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Boeing	Registration:	N225WN
Model/Series:	737-7H4	Aircraft Category:	Airplane
Amateur Built:			
Operator:	SOUTHWEST AIRLINES CO	Operating Certificate(s) Held:	Flag carrier (121)
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Day
Observation Facility, Elevation:	KBNA	Observation Time:	08:53 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	24°C / 11°C
Lowest Cloud Condition:	Scattered / 7500 ft AGL	Wind Speed/Gusts, Direction:	11 knots / , 100°
Lowest Ceiling:	Broken / 19000 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.01 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

Wreckage and Impact Information (A1)

Crew Injuries:	16 None	Aircraft Damage:	Minor
Passenger Injuries:	160 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	176 None	Latitude, Longitude:	36.129555,-86.680054

Wreckage and Impact Information (A2)

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	136 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	141 None	Latitude, Longitude:	36.129555,-86.680054

Administrative Information

Investigator In Charge (IIC):	Bower, Daniel
Additional Participating Persons:	Max Tidwell; Alaska Airlines Patrick Petrila; Southwest Airlines Marc Henegar; ALPA Craig Jakubowski; SWAPA Allison Matioli; NATCA Melanie Folick Barillaro; FAA AVP-110 John Miller; Boeing
Investigation Class:	Class 3
Note:	