



MTA Safety

NTSB Recommendations Update
December 2025



NTSB Recommendations

- Four remaining recommendations are classified as “Open-Acceptable Action.”
- Two of the above are awaiting NTSB response to “Closed–Acceptable Action” requests (submitted 11/2024).



NTSB Open Recommendations

Agency	Recommendations	MTA Actions	Status
MTA	NTSB/Special Investigative Report (SIR)-18/01 End-of-Track Collisions at Terminal Stations R-18-003: Atlantic Terminal, Brooklyn: Review/revise hazard management portion of SSPP to ensure it documents incidents to identify and assess operational hazards.	UPDATE: LIRR has revised its System Safety Program Plan (SSPP) to incorporate enhanced hazard documentation and assessment protocols, addressing the intent of R-18-003. A formal request for “ Closed–Acceptable Action ” status was submitted to the NTSB in November 2024; response pending.	Open Acceptable Action
	R-18-004: Ensure that operator impairment due to medical conditions, including obstructive sleep apnea, is part of hazard management portion of SSPP.	UPDATE: In alignment with R-18-004, LIRR submitted an FRA-approved SSP amendment that includes a comprehensive Fatigue Risk Management Program Plan (FRMPP). MTA has requested “ Closed–Acceptable Action ” status; NTSB response is pending.	Open Acceptable Action



NTSB Open Recommendations

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LIRR	R-20-008- Queens Village, NY: Mitigate risks associated with using train approach warning as a method of on-track protection.	UPDATE: MTA submitted an update to the NTSB outlining LIRR's Enhanced Awareness Location initiative, which includes targeted training and revised procedures to mitigate risks associated with train approach warning methods. Implementation is underway.	Open Acceptable Action
	R-20-009: Work with the Labor Unions to develop and implement a work scheduling regime to reduce risk of fatigue.	UPDATE: Collaborative efforts with labor unions are ongoing to develop and implement a fatigue-mitigation scheduling framework. Progress updates have been shared with the NTSB, and work continues to align with the intent of R-20-009.	Open Acceptable Action