Takeoff from closed runway, Boeing 777-223ER, April 25, 2000

Micro-summary: This Boeing 777-223ER took off from a closed runway.

Event Date: 2000-04-25 at 0928 CDT

Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: http://www.ntsb.gov/

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).

2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. Your company's flight operations manual is the final authority as to the safe operation of your aircraft!

3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.

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FACT A REPORT Organization Occurrence Date: 04/25/2000 Most Critical Injury: None Occurrence Type: Incident Investigated By: NTSB Location/Time Nearest City/Place State Zip Code Local Time 0928 Time Zone Argost Proximity: On Airport Distance From Landing Facility: Directon From Airport: Aircraft Information Summary Aircraft Information Summary Aircraft Manufacturer Model/Series Type of Aircraft Booing 777-223ER Model/Series Type of Aircraft Sightseeing Flight: No Air Medical Transport Flight: No Narrall Marratin Monufacturer Booing Transport Flight: No Narratile Marratine Manufacturer Model/Series Type of Aircraft Sightseeing Flight: No Air Medical Transport Flight: No Narratile Marratine Manufacturer from runway 328: a closed runway. at 014are International Airport: Incident runway 141/328 Airclead Transport Flight: No Narratine on damage on departure from runway 328: a closed runway. at 014are airport operations issued a Notice to Airmen (NOTAM) listed as number 0004266. The NOTAM stated "RW (runway) 141/328 CLSD [closed]" from 0430 to 1030 on April 25, 2000. The purpose of the runway closurer was for "electrical maintenance." (Sec	National Transportation Safety Board NTSB ID: CHI00IA125 Aircraft Registration Number: N779AN									
Optimizer (jpc. nonline) Integraded (jpc. nonline) Location/Time State Zp Code Local Time Time Zame CHICAGO IL 60666 0928 CDT Airpont Proximity: On Airpont Distance From Landing Facility: Direction From Airpont: Aircraft Information Summary Aircraft Manufacturer Model/Series Type of Aircraft Boeing 777-223ER Airplane Airplane Sightseeing Flight: No Air Medical Transport Flight: No Narrative Berl narrative statement of tools, conditions and circumstances perisent to the accident/hondent On April 25, 2000, at 0928 central daylight time, a Boeing 777-2238R, N779AN, operated as American Airlines flight Pt 0 to London, England, Piloted by an airline transport rated captain and copilot, sustained no damage on departure from runway 32R, a closed runway, at 0'fare International Airport (ORD), chicago, Illinois. The scheduled international 14 CFR Part 121 passenger flight was operating on an IFR flight plan. Visual meteorological conditions prevailed at the time of the flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 0004206. The NOTAM stated "RWY (runway) 14/J32R CL5D (closed]' from 0930 to 1030 on April 25, 2000. The purpose of the runway closure was for *electrical maintenance." (See appended O'Hare airport No0423130-00042										
Nearest City/Place State Zp Code Local Time Time Zone CHCAGO IL State For Code CDT Airport Proximity: On Airport Distance From Landing Facility: Direction From Airport Aircraft Information Summary Aircraft Manufacturer Model/Series Type of Aircraft Aircraft Manufacturer Model/Series Type of Aircraft Airplane Sightseeing Flight: No Air Medical Transport Flight: No Mareney Airplane Narrative Beer manuse statement facts, conditions and circumstances periods to the accdem/indicet: No April 25, 2000, at 0928 central daylight time, a Boeing 777-223ER, N779AN, operated as American Airlines of Light #90 to London, England, Piloted by an airline transport rated captain and copilot, sustained no damage on departure from runway 32R, a closed runway, at 0'Hare International Airport (ORD), Chicago, 111hois. The scheduled international 14 CFR Part 121 passengers flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airme (NOTAM) listed as number 0004206. The NOTAM state "KW (runway) 14/32R CLED (closed" "from 0830 to 1030 on April 25, 2000. The purpose of the runway closure was for "electrical maintenance." (See appended 0'Hare airport NOTAM.') The flight 's dispatch was reviewed. The dispatch's NOTAM section listed NOTAM '04/155 ORD 14L/32R CLED (CL	AVIATION Occurrence Type: Incident Investigated By: NTSB									
CHICAGO IL 60666 0828 CDT Airport Proximity: On Airport Distances From Landing Facility: Direction From Airport: Aircraft Information Summary Model/Series Type of Aircraft Aircraft Manufacturer Model/Series Type of Aircraft Boeing 777-223 ER Airplane Sightseeing Flight: No Air Medical Transport Flight: No Airplane Narrative Beef namewing on departure from runway 32R, a closed runway, at 0"Hare International Airport (ORD), Chicago, Illinois. The scheduled international 14 CFR Part 121 passenger flight was operating on an IFR flight runway 32R, a closed runway, at 0"Hare International Airport (ORD), Chicago, Illinois. The scheduled international 14 CFR Part 121 passenger flight was operating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 2004206. The NOTAM stated "KWY (runway) 14//32R CLSD [closed]" from 0830 to 1030 on April 25, 2000. The purpose of the runway closure was for "electrical maintenance." (See appended O'Hare airport NOTAM.) Che flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 2004206. The NOTAM state of "KWY (runway) 14//32R CLSD [closed]" from 0830 to 1030 on April 25, 2000. The purpose of the runway closure was for	Location/Time									
Airport Proximity: On Airport Distance From Landing Facility: Direction From Airport: Aircraft Manufacturer Model/Series Type of Aircraft Boeing T77-223ER Airplane Sightseeing Flight: No Air Medical Transport Flight: No Airplane Mariative Model/Series Type of Aircraft Airplane Sightseeing Flight: No Air Medical Transport Flight: No Mariative subserved facts, conditions and dramationes periferent in the accidentification Air CPR Part 121 passenger Tlight was Airplane 11 into 5. The scheduled international 14 CPR Part 121 passenger Tlight was Orling on an TFR flight plan. Visual meteorological conditions prevailed at the time of the flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 0004206. The NOTAM stated 'RWY (runway) 144/328 CLSD [closed]' from 0830 to 1030 on April 25, 2000. The purpose of the runway closure was for "electrical maintenance." (See appended O'Hare airport NOTAM.') The flight's dispatch was reviewed. The dispatch's NOTAM section listed NOTAM '04/155 ORD 142/328. CLSD (closed]' from 0830 to 1030 on April 25, 2000. The purpose of the runway closure, advised in NOTAM 04/156, was not broadcast on ORD Automated Terminal Information Service (ATLS) Mhiskey. Information Mhiskey was current at the time of departure.	Nearest City/Place	State	Zip Code Local Time Time Zone							
Aircraft Manufacturer Mode/Series Type of Aircraft Boeing 777-223ER Airplane Sightseeing Flight No Air Medical Transport Flight: No Narrative Mode/Series Airplane Sightseeing Flight No Air Medical Transport Flight: No Narrative Bate narrative statement of tasts, conditions and crumstances pertinent to the accident/incident: On April 25, 2000, at 0928 central daylight time, a Boeing 777-223ER, N779AN, operated as American Airlines flight #90 to London, England, piloted by an airline transport rated captain and copilot, sustained no damage on departure from runway 32R, a closed runway, at 0'Hare International Airport (ORD), Chicago, Illinois, The scheduled international 14 CFR Part 121 passenger flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident. O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 0004206. The NOTAM stated "RMY (runway) 141/32R CLSD [closed]* from 0830 to 1030 on April 25, 2000. The purpose of the runway closure was for "electrical maintenance." (See appended O'Hare airport NOTAM.) The flight's dispatch was reviewed. The dispatch's NOTAM section listed NOTAM '04/156 ORD 14L/32R CLSD WEF (ICAO contraction meaning with effect from, or effective from) 0004251330-0004251530° in it. MORMAL Divaking action]." (See appended flight dispatch.) The runway closure, advised in NOTAM 04/156, was not broadcast on ORD Automated Terminal Information Service (ATTS) Whiskey. Information Whiskey was curren	CHICAGO	IL	60666 0928 CDT							
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Delivery, and Ground Metering positions relief checklists to include runway closure information. Brief operational personnel that runway closures must be broadcast on the ATIS. Brief operational personnel that pilots must be informed that a runway is closed when it is requested for takeoff/landing. Brief operational supervisors of the requirement to ensure ATIS broadcasts are correct and contain pertinent information." (See appended FAA reports.)	On April 25, 2000, at 0928 cer Airlines flight #90 to London sustained no damage on depart (ORD), Chicago, Illinois. Th operating on an IFR flight incident. The 3 flight crew flight was originating at t England, without further incides O'Hare airport operations is stated "RWY [runway] 14L/32R C runway closure was for "electri The flight's dispatch was rev CLSD WEF (ICAO contraction m it. The dispatch's ORD Field R NORMAL [braking action]." (See The runway closure, advised Information Service (ATIS) Whis The first officer's stated, we were ready for taxi and wou Tower first had us hold sh from intersecting runways. (FAA) air traffic control p that the runway was closed. may have taken off on a closed The FAA convened an investi- error. The team developed suggestion to our list of departure strip runway separat on the podiums In additi Data and Ground Metering sh Delivery, and Ground Metering Brief operational personnel to personnel that pilots must f takeoff/landing. Brief oper	ntral , Eng ure f e sc plan membe he t nt. sued LSD [cal m iewed eanin eaport in key. "Afte ld pr ort a we erson The runwa gativ good ors. on tc ould g pc hat r be i	dayli gland, from ru chedule i. Vis srs, 12 time of a Not closed nainten d. The og with the section and the were to inel, e first and the were tea opera Closur b Local have position cunway informe al su	ght time, a piloted by nway 32R, a d internat ual meteoro cabin crew the incide ice to Airm]" from 083 ance." (See dispatch's effect fro on indicate ight dispat 04/156, w mation Whis al prefligh 2R if avail n position hen cleared as required officer st m to explor tions. E ting proce e strips sh s and Groun closure str s relief ch closures mu d that a pervisors c	an airline tra closed runway ional 14 CFR logical condit members, and 1 int and landed en (NOTAM) lis 0 to 1030 on A appended O'Ha a NOTAM section of '14L/32R OPE ch.) tas not broad key was curren at and gate dep able. Ground and hold await for takeoff." by FAA Order ated, "Three d ce the circumst for takeoff." by FAA Order ated, "Three d ce the circumst for takeoff." by as well. ecklists to in st be broadcas runway is c	nsport rated , at O'Hare Part 121 ions prevai: 52 passenges at Heathrow ted as numbe pril 25, 200 re airport N listed NOTA e from) 0004 N [status,] cast on OF t at the tim arture. We gave us cleas ing the depa Federal Av 7110.65, did ays later we ances surrou recommendat sure strips and left in unway closus Revise F clude runway t on the AT: losed when ent to ensure	d capt Inter pass led at rs wer Airpo er 000 00. Th NOTAM. 00. Th NOTAM. 425133 DRY [RD Au me of advis arance arture viatic d not e were unding tions shoul h a pr re str Flight y clos IS. E it	ain and copilot, mational Airport senger flight was the time of the re uninjured. The ort, near London, 04206. The NOTAM he purpose of the .) 4/156 ORD 14L/32R 30-0004251530" in conditions, and] atomated Terminal departure. Sed metering that to taxi to 32R. e of two aircraft on Administration inform the pilot e advised that we g the operational stated, "Add the ld not be used as rominent position rips, both Flight t Data, Clearance sure information. Brief operational is requested for		

National Transportation Safety Boar	ď	NTS	B ID:	CHI00	IA125							
FACTUAL REPORT	DAL REPORT Occurrence Date: 04/25/2000											
AVIATION		Осси	urrenc	е Туре:	Incident							
Landing Facility/Approach Inform	nation											
Airport Name			Airpo	ort ID:	Airport Eleva	ation	Run	way Used	Runwa	ay Lengtl	h Ru	nway Width
O'HARE INTERNATIONAL			ORE	C	668 F	t. MSL	32	२	10003	3	15	60
Runway Surface Type: Asphalt					1				1		I	
Runway Surface Condition:												
Type Instrument Approach: NONE												
VFR Approach/Landing:												
Aircraft Information										1		
Aircraft ManufacturerModel/SeriesSerial NumberBoeing777-223ER225												
Airworthiness Certificate(s): Transport												
Landing Gear Type: Retractable - Tri	cycle											
Homebuilt Aircraft? No Number of Seats: 253 Certified Max Gross Wt. 648000 LBS Number of Engines: 2								es: 2				
Engine Type:Engine Manufacturer:Model/Series:Rated Power:Turbo FanRolls-RoyceTRENT/892-1793400 LBS												
- Aircraft Inspection Information												
Type of Last Inspection			Date	e of Las	t Inspection		Time Si	nce Last Insp	ection		Airframe -	Fotal Time
Continuous Airworthiness									Ho	ours		4087 Hours
- Emergency Locator Transmitter (ELT)	Information											
ELT Installed?	ELT Operate	ELT Operated? ELT Aided in Locating Accident Site?										
Owner/Operator Information												
Registered Aircraft Owner			5	Street A	ddress 4333 AN	/ON C	CARTEI	R BLVD. MI	0 5662			
AMERICAN AIRLINES INC.				City FORT WORTH							State	Zip Code
				Street A		VORT	H				TX	76155
Operator of Aircraft	Operator of Aircraft Street Address Same as Reg'd Aircraft Owner											
Same as Reg'd Aircraft Owner			С	City							State	Zip Code
Operator Does Business As:							O	perator Desig	nator Co	ode: AA	LA	
- Type of U.S. Certificate(s) Held:												
Air Carrier Operating Certificate(s): Flag	g Carrier/Dom	nestic										
Operating Certificate:					Operator	Certific	ate:					
Regulation Flight Conducted Under: Pa	art 121: Air Ca	arrier										
Type of Flight Operation Conducted: So	heduled; Inte	rnatio	nal; P	Passen	ger Only							
]	FACT	UAL	REPO	RT - AVIAT	ION						Page 2

Natio	TRANS	Safety Board	4	NTSB ID:	CHI00IA1	25								
F	FACTUAL REPORT Occurrence Date: 04/25/2000													
_	AVIATI TYBO	36 <			ce Type: In				-					
Circt Dile	ot Information	r.												
Name	ninormation					City					State	Da	ate of Birth	Age
On File						On Fi	ما				On File			59
OITFILE	1					OILLI								59
Sex: M	Seat Occupied	: Left	F	Principal Profes	sion: Civilia	an Pilot				Cer	tificate N	umber	:	
Certificate	(s): Airlir	ne Transpor	ť											
Airplane R	Rating(s): Mult	i-engine La	nd											
Rotorcraft/	/Glider/LTA:													
Instrument	t Rating(s): Airpl	ane												
Instructor	Rating(s):													
Type Ratir	ng/Endorsement fo	or Accident/Ir	ncident Airc	craft? Yes				Current	Biennial F	liaht R	eview?			
Type Rating/Endorsement for Accident/Incident Aircraft? Yes Current Biennial Flight Review? Medical Cert.: Class 1 Medical Cert. Status: Valid Medicalno waivers/lim. Date of Last Medical Exam: 11/1999														
- Flight Tir	ne Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Nig	ght	Actua	Instrument	mulated	Rotoro	raft	Glider	Lighter Than Air
Total Time	9							Notad		mulated				
Pilot In Co	ommand(PIC)													
Instructor														
Last 90 Da	ays													
Last 30 Da	ays													
Last 24 Ho	ours													
Seatbelt U	Ised? Yes	Shou	ulder Harne	ess Used? Yes			Toxico	ology P	erformed	' No		Seco	ond Pilot? Yes	6
Flight Pla	an/Itinerary													
Type of Fli	ight Plan Filed: IF	R												
Departure	Point						State	;	Airport Io	lentifie	r De	partu	re Time	Time Zone
Same as	Accident/Incide	nt Location							ORD		09	28		CDT
Destinatio	n						State	;	Airport lo	lentifie	er		I	
LONDO	N						OF		LHR					
Type of C	learance: IFR													
Type of Ai	rspace: Class	В												
Weather	⁻ Information													
Source of	Briefing:													
	Compa	any												
Method of	f Briefing:													
				FACTUAI	REPORT	- AVI	ATIO	N						Page 3

Occurrence Date: 04/25/2000 AVIATION Occurrence Type: Incident Weather Information Occurrence Type: Incident WOF ID Observation Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site ORD 0856 CDT 668 Ft. MSL 0 NM 0 Deg. Mag. Sky/Lowest Cloud Condition: Clear 0 Ft. AGL Condition of Light: Day Lowest Ceiling: None 0 Ft. AGL Visibility: 10 SM Altimeter: 30.00 "Hg	Nationa	al Transportation Safety	Board	NTSB ID:	CHI00	IA125								
Occurrence Type: Incident Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site ORD 0856 CDT 668 FL MSL 0 NM 0 Deg. Mag. SkylLowest Cloud Condition: Clear 0 FL AGL Visibility: 10 SM Attimeter: 30.00 'Hg Lowest Ceiling: None 0 FL Q St 0 FL AGL Visibility: 10 SM Attimeter: 30.00 'Hg Temperature: 52 °C Dew Point: 28 °C Wind Direction: 40 Density Attitude: FL Wind Speed: 10 Gusts: 16 Weather Conditions at Accident Site: Visual Conditions Visibility (RVR): 0 FL Visibility (RVR): 0 FL Visibility (RVR): 0 SM Intensity of Precipitation: Unknown Traperature: Traperature: Second Plot Aircraft Fire: None Aircraft Explosion None Type of Precipitation: None TOTAL 1 1 1 1 1 1 1 1		C 10 -77		Occurrent	ce Date:	04/25/2	000							
Weather Information WOF ID Observation Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site ORD 0856 CDT 668 Ft. MSL 0 NM 0 Deg. Mag. SkylLowest Cloud Condition: Clear 0 Ft. AGL Visibility: 10 SM Attimeter: 30.00 "Hg Lowest Ceiling: None 0 S2 °C Dew Point: 28 °C Wind Direction: 40 Density Attitude: Ft. Wind Speed: 10 Gusts: 16 Weather Conditions at Accident Site: Visual Conditions Visual Conditions Visual Conditions Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None Aircraft Fire: None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of Precipitation: Fire: Plot Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of Precipitation: Graphic Soil Intensity of Precipitation: Fire: Plot Intensity of Precipitation: Fire: Plot Fire: Plot Aircraft Ere: None Intensity of Precipitation: Unknown Intensity of Preci		1 2010 Sta 190 - 16 -							1					
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National Transportation Safety Board	NTSB ID: CHI00IA125	
FACTUAL REPORT	Occurrence Date: 04/25/2000	
AVIATION ETYBOR	Occurrence Type: Incident	
Administrative Information	<u>.</u>	•
Investigator-In-Charge (IIC) EDWARD F. MALINOWSKI		
Additional Persons Participating in This Accident	/Incident Investigation:	
RUSSELL L RAUPP FAA, 9950 W LAWRENCE AVE, #400 SCHILLER PARK, IL 60176		
JOHN H DARBO AMERICAN, 4601 HWY 360 FORT WORTH, TX 76155		