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

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

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**Event Date:** 2000-04-25 at 0928 CDT


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


**Investigative Body's Web Site:** <http://www.nts.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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		NTSB ID: CHI00IA125		Aircraft Registration Number: N779AN	
		Occurrence Date: 04/25/2000		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place CHICAGO		State IL	Zip Code 60666	Local Time 0928	Time Zone CDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 777-223ER		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>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 O'Hare 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 incident. The 3 flight crewmembers, 12 cabin crewmembers, and 152 passengers were uninjured. The flight was originating at the time of the incident and landed at Heathrow Airport, near London, England, without further incident.</p> <p>O'Hare airport operations issued a Notice to Airmen (NOTAM) listed as number 0004206. The NOTAM stated "RWY [runway] 14L/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.)</p> <p>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. The dispatch's ORD Field Report section indicated "14L/32R OPEN [status,] DRY [conditions, and] NORMAL [braking action]." (See appended flight dispatch.)</p> <p>The runway closure, advised in NOTAM 04/156, was not broadcast on ORD Automated Terminal Information Service (ATIS) Whiskey. Information Whiskey was current at the time of departure.</p> <p>The first officer's stated, "After normal preflight and gate departure. We advised metering that we were ready for taxi and would prefer 32R if available. Ground gave us clearance to taxi to 32R. Tower first had us hold short and then position and hold awaiting the departure of two aircraft from intersecting runways. We were then cleared for takeoff." Federal Aviation Administration (FAA) air traffic control personnel, as required by FAA Order 7110.65, did not inform the pilot that the runway was closed. The first officer stated, "Three days later we were advised that we may have taken off on a closed runway."</p> <p>The FAA convened an investigative team to explore the circumstances surrounding the operational error. The team developed recommendations. Excerpts of the recommendations stated, "Add the suggestion to our list of good operating procedures that closure strips should not be used as departure strip runway separators. Closure strips should be placed and left in a prominent position on the podiums. ... In addition to Locals and Grounds receiving runway closure strips, both Flight Data and Ground Metering should have closure strips as well. ... Revise Flight Data, Clearance 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.)</p>					
FACTUAL REPORT - AVIATION					

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CHI00IA125			
		Occurrence Date: 04/25/2000			
		Occurrence Type: Incident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
O'HARE INTERNATIONAL	ORD	668 Ft. MSL	32R	10003	150
Runway Surface Type: Asphalt					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		777-223ER		225	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 253	Certified Max Gross Wt.	648000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	Rolls-Royce	TRENT/892-17	93400 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness		Hours	4087 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
		4333 AMON CARTER BLVD. MD 5662			
AMERICAN AIRLINES INC.		City	State	Zip Code	
		FORT WORTH	TX	76155	
Operator of Aircraft		Street Address			
		Same as Reg'd Aircraft Owner			
Same as Reg'd Aircraft Owner		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: AALA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; International; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI00IA125
	Occurrence Date: 04/25/2000
	Occurrence Type: Incident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth	Age 59
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number:
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Certificate(s): Airline Transport

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s):

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 11/1999
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier ORD	Departure Time 0928	Time Zone CDT
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Destination LONDON	State OF	Airport Identifier LHR	
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Type of Clearance: IFR

Type of Airspace: Class B

**Weather Information**

Source of Briefing:  
Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI00IA125
	Occurrence Date: 04/25/2000
	Occurrence Type: Incident

<b>Weather Information</b>					
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
Temperature: 52 °C	Dew Point: 28 °C	Wind Direction: 40		Density Altitude: Ft.	
Wind Speed: 10	Gusts: 16	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
<b>- Injury Summary Matrix</b>	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				12	12
Other Crew				1	1
Passengers				152	152
<b>- TOTAL ABOARD -</b>				<b>167</b>	<b>167</b>
Other Ground	0	0	0		0
<b>- GRAND TOTAL -</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>167</b>

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CHI00IA125

Occurrence Date: 04/25/2000

Occurrence Type: Incident

Administrative Information

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

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