



# National Transportation Safety Board Aviation Accident Final Report

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|                                |                                   |                         |            |
|--------------------------------|-----------------------------------|-------------------------|------------|
| <b>Location:</b>               | New York City, NY                 | <b>Accident Number:</b> | DCA01MA060 |
| <b>Date &amp; Time:</b>        | 09/11/2001, 0845 MST              | <b>Registration:</b>    | N334AA     |
| <b>Aircraft:</b>               | Boeing 767-200ER                  | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |                                   | <b>Injuries:</b>        | 92 Fatal   |
| <b>Flight Conducted Under:</b> | Part 121: Air Carrier - Scheduled |                         |            |

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## Analysis

The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and this material generated by the NTSB is under the control of the FBI. The Safety Board does not plan to issue a report or open a public docket.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The Safety Board did not determine the probable cause and does not plan to issue a report or open a public docket. The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and any material generated by the NTSB is under the control of the FBI.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: CRUISE

### Findings

1. (C) HIJACKING - PERFORMED - PASSENGER

## Factual Information

The terrorist attacks of September 11, 2001 are under the jurisdiction of the Federal Bureau of Investigation. The Safety Board provided requested technical assistance to the FBI, and this material generated by the NTSB is under the control of the FBI. The Safety Board does not plan to issue a report or open a public docket.

### Pilot Information

|                           |                   |                                   |      |
|---------------------------|-------------------|-----------------------------------|------|
| Certificate:              | Airline Transport | Age:                              | 52   |
| Airplane Rating(s):       | Multi-engine Land | Seat Occupied:                    | Left |
| Other Aircraft Rating(s): |                   | Restraint Used:                   |      |
| Instrument Rating(s):     |                   | Second Pilot Present:             | Yes  |
| Instructor Rating(s):     |                   | Toxicology Performed:             |      |
| Medical Certification:    |                   | Last FAA Medical Exam:            |      |
| Occupational Pilot:       |                   | Last Flight Review or Equivalent: |      |
| Flight Time:              |                   |                                   |      |

### Co-Pilot Information

|                           |                   |                                   |      |
|---------------------------|-------------------|-----------------------------------|------|
| Certificate:              | Airline Transport | Age:                              | 42   |
| Airplane Rating(s):       | Multi-engine Land | Seat Occupied:                    | Rear |
| Other Aircraft Rating(s): |                   | Restraint Used:                   |      |
| Instrument Rating(s):     |                   | Second Pilot Present:             | Yes  |
| Instructor Rating(s):     |                   | Toxicology Performed:             |      |
| Medical Certification:    |                   | Last FAA Medical Exam:            |      |
| Occupational Pilot:       |                   | Last Flight Review or Equivalent: |      |
| Flight Time:              |                   |                                   |      |

## Aircraft and Owner/Operator Information

|                               |                        |                                |                    |
|-------------------------------|------------------------|--------------------------------|--------------------|
| Aircraft Make:                | Boeing                 | Registration:                  | N334AA             |
| Model/Series:                 | 767-200ER              | Aircraft Category:             | Airplane           |
| Year of Manufacture:          |                        | Amateur Built:                 | No                 |
| Airworthiness Certificate:    | Normal; Transport      | Serial Number:                 |                    |
| Landing Gear Type:            | Retractable - Tricycle | Seats:                         |                    |
| Date/Type of Last Inspection: |                        | Certified Max Gross Wt.:       | 395000 lbs         |
| Time Since Last Inspection:   |                        | Engines:                       | 2 Turbo Fan        |
| Airframe Total Time:          |                        | Engine Manufacturer:           | Pratt & Whitney    |
| ELT:                          |                        | Engine Model/Series:           | PW4062             |
| Registered Owner:             | American Airlines      | Rated Power:                   | 63300 lbs          |
| Operator:                     | American Airlines      | Operating Certificate(s) Held: | Flag carrier (121) |
| Operator Does Business As:    |                        | Operator Designator Code:      | AA                 |

## Meteorological Information and Flight Plan

|                                  |                       |                                      |   |
|----------------------------------|-----------------------|--------------------------------------|---|
| Conditions at Accident Site:     |                       | Condition of Light:                  |   |
| Observation Facility, Elevation: |                       | Distance from Accident Site:         |   |
| Observation Time:                |                       | Direction from Accident Site:        |   |
| Lowest Cloud Condition:          |                       | Visibility                           |   |
| Lowest Ceiling:                  |                       | Visibility (RVR):                    |   |
| Wind Speed/Gusts:                | /                     | Turbulence Type Forecast/Actual:     | / |
| Wind Direction:                  |                       | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting:               |                       | Temperature/Dew Point:               |   |
| Precipitation and Obscuration:   |                       |                                      |   |
| Departure Point:                 | Boston, MA            | Type of Flight Plan Filed:           |   |
| Destination:                     | LOS ANGELES, CA (LAX) | Type of Clearance:                   |   |
| Departure Time:                  |                       | Type of Airspace:                    |   |

## Airport Information

|                      |  |                           |  |
|----------------------|--|---------------------------|--|
| Airport:             |  | Runway Surface Type:      |  |
| Airport Elevation:   |  | Runway Surface Condition: |  |
| Runway Used:         |  | IFR Approach:             |  |
| Runway Length/Width: |  | VFR Approach/Landing:     |  |

## Wreckage and Impact Information

|                     |          |                      |           |
|---------------------|----------|----------------------|-----------|
| Crew Injuries:      | 11 Fatal | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | 81 Fatal | Aircraft Fire:       |           |
| Ground Injuries:    | N/A      | Aircraft Explosion:  |           |
| Total Injuries:     | 92 Fatal | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |            |
|-----------------------------------|--|------------|
| Investigator In Charge (IIC):     | Report Date:   | 03/07/2006 |
| Additional Participating Persons: |  |            |
| Publish Date:                     |  |            |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> . |            |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).