

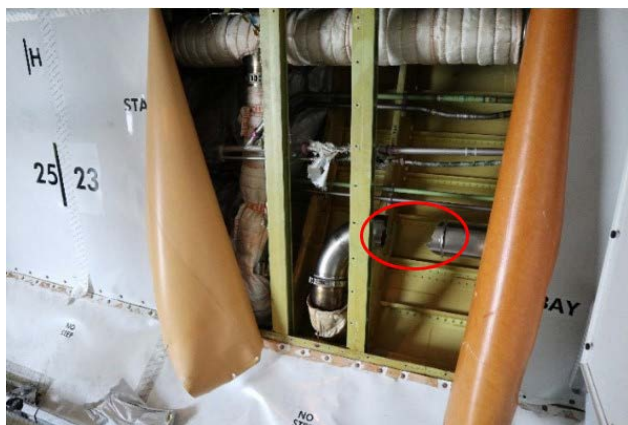
## Rejected takeoff due to pneumatic duct rupture, Boeing 777-222ER, N787UA

Amsterdam Airport Schiphol, 2 September 2022

A Boeing 777-222ER planned to fly from Amsterdam Airport Schiphol (EHAM) to Newark Liberty International Airport (KEWR). The aircraft taxied out and lined up on Runway 36L. During the takeoff roll, the flight crew received a 'Bleed Air Leak' message on the Engine Indicating and Crew Alerting System (EICAS), followed by 'Bleed Air Failure' message, shortly after. At that moment, they also received a call through the intercom from one of the cabin crew members and were informed of the presence of dust and debris in the passenger cabin.

The pilots decided to abort the takeoff at approximately 90 knots indicated airspeed. Several passengers heard a loud bang, just before the aircraft aborted its takeoff. They subsequently noticed dust and debris in the passenger cabin compartment as well as hot air near the ventilation outlets at floor level.

The aircraft vacated the runway and returned to the gate, where the passengers disembarked. One of the passengers sought medical attention.



▲ Ruptured pneumatic duct.

Investigation revealed that a titanium pneumatic duct (see photo), located in the left sidewall near the aft cargo compartment, had ruptured. The material insulating the duct was also damaged, which resulted in dust and debris from ducting insulation entering the passenger compartment through the ventilation outlets near the passenger floor.

According to Boeing, the duct is wrapped with a high temperature air duct insulation blanket. In addition to the insulation around the duct, there were insulation blankets along the interior of the fuselage adjacent to the duct rupture. All insulation material used in the area of the rupture is fiberglass-based insulation material.

The Dutch Safety Board did not investigate this incident any further.

**Classification:** Incident

**Reference:** 2022128