

5/12/2026

FOR YOUR INFORMATION

2026-163/8-15

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, 2349852
FAA (AAS-1)

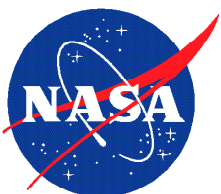
Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, ASW-600, AAS-300, AJV-A, AVP-1, AVP-200, AFS-260, AFS-200), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: IAH Runway 33R Departure Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2349852**DATE / TIME**

Date of Occurrence 202604
Local Time Of Day 0601 to 1200

PLACE

Locale IAH.Airport
State TX
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower IAH
Make Model Name Widebody, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Ground IAH
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2349852

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2349842

PERSON 3

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2349406

EVENTS

Anomaly Conflict - Ground Conflict, Less Severe
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

This report is to point out a safety concern we as a crew of this flight experienced and would like to bring to attention.

Distributing factors: IAH-ZZZZ flight close to maximum takeoff weight.

During our departure from IAH on RWY 33R, we experienced a situation that presented a significant safety risk, which we believe warrants attention.

After being cleared to line up and wait, and subsequently cleared for takeoff, we observed two aircraft stopped at the far end of RWY 33R, appearing to be positioned on Taxiway NB in direct alignment with the takeoff runway. A subsequent query with ATC confirmed these aircraft were indeed on TWY NB.

Both aircraft remained in that position during the takeoff roll of the preceding aircraft. Given our aircraft was near maximum takeoff weight, these stationary aircraft were directly in line with the runway overrun area in the event of a rejected takeoff. This created a completely avoidable additional risk factor that could have resulted in a serious incident.

As a precaution, we elected to not accept our takeoff clearance (prior to initiating the takeoff roll), until the aircraft could be moved. ATC instructed us to taxi off RWY 33R via WL and proceed back down WA for resequencing. Ground control successfully contacted the stationary aircraft, which were moved clear of the potential overrun area before any further departures. We were resequenced and departed RWY 33R a few minutes later without incident.

NARRATIVE 2

When cleared for takeoff on 33R we observed two aircraft holding position on taxiways nb or na, on the extended runway centerline. Those aircraft were part of a long line of jets waiting to depart 33L.

We declined the takeoff clearance. In our judgment a runway overrun or an engine failure at V1 brought an unacceptable risk of collision.

NARRATIVE 3

On flt IAH ZZZZ on Day 0 we were cleared into position and subsequently cleared for takeoff on runway 33R. Once in position we observed two aircraft stopped on the very far end of the rwy 33R. We queried the tower and were told they were on ground frequency and were shut down awaiting departure for Rwy 33 L, but were on taxiway NB not on the runway. We were very near max takeoff weight and both aircraft were directly located in our path in the event of a rejected takeoff and any overrun. We elected to reject the takeoff clearance until the aircraft could be moved. Tower had us taxi off 33R on WL and proceed back down WA to be resequenced. Evidently ground got ahold of the aircraft because both taxied clear of the potential overrun area before any other aircraft departed. We resequenced and departed a few minutes later on rwy 33R for ZZZZ without incident!

SYNOPSIS

Air carrier flight crew reported aircraft parked on taxiway off the extended center line of IAH Runway 33R posed a safety risk in the event of a rejected takeoff. Flight crew notified ATC which moved aircraft off taxiway.