

AIRCRAFT DAMAGE ALERT BULLETIN

NUMBER: DA16-32

Cargo Door Sill Damage

STATION: LAX
INCIDENT DATE: Dec. 12, 2016

While loading a B737 aircraft, a baggage cart made contact with the beltloader causing the beltloader to strike the forward area of the cargo door sill. The impact caused the forward fuselage to raise approximately 5”.



ALWAYS maintain situational awareness when driving near the aircraft!

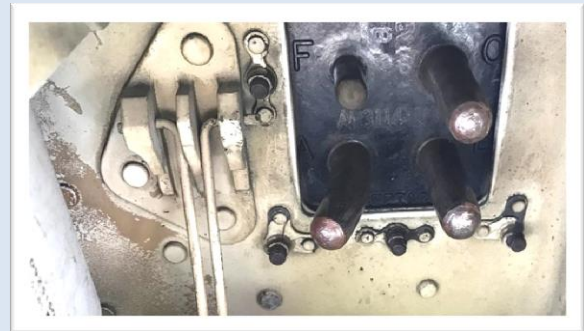
Resource Citation: Ramp Operations Manual (ROM)

Section 8-1-3 – Q. It is the operator’s responsibility to ensure there is adequate clearance prior to operating or towing any piece of equipment. If in doubt, the operator must request a guideperson.

Damage to GPU Receptacle Prong

STATION: BUF
INCIDENT DATE: Dec. 17, 2016

After obtaining permission to disconnect ground power from flight crew on an A319 aircraft, employee shut off power and began to retract cord, without disconnecting from the aircraft first.



ALWAYS maintain situational awareness!

Resource Citation: Safety Policy and Procedures Manual (SPPM)

Section 12-6-3 – A. All AA employees are responsible for being aware of conditions that are unsafe and/or have the potential for causing accidents/injuries.

December 28, 2016

Safety Alerts are a publication of American Airlines Corporate Safety.
For questions or comments, please contact your Hub or Regional Corporate Safety Manager.

SAFE AT WORK • SAFE AT HOME • American Airlines Corporate Safety

AIRCRAFT DAMAGE ALERT BULLETIN

NUMBER: DA16-32

Damage to #1 Engine

STATION: PHL
INCIDENT DATE: Dec. 18, 2016

Baggage cart struck the #1 engine of a B757 after disconnecting from tug. The pin on the tug was bent and agent assumed that the baggage cart was secure after he failed to disconnect the baggage cart from the tug moments earlier.



NEVER use equipment that is unsafe or malfunctioning!

Resource Citation: Ramp Operations Manual (ROM)

Section 8-1-3 – D. Unsafe or malfunctioning ground equipment shall not be operated. It is the responsibility of the operator to ensure ground equipment is in a safe operating condition before use. (Check: brakes, hood, door, hood/door latches, seat stability, glass, steering, tires, hitches, horn, etc.)

Section 8-1-3 – I. Ensure all carts and ULDs are fully secured before transporting. Ensure all bag cart and ULD curtains are closed and secured, ULD's dolly locks are engaged, and the towbar is securely attached prior to towing.

Damage to R4 Door

STATION: PHL
INCIDENT DATE: Dec. 18, 2016

Found on arrival in DUB, R4 door was struck.

ALWAYS report aircraft damage to your Manager!



Resource Citation: Safety Policy and Procedures Manual (SPPM)

7-2-6 – C. Each employee is required to notify their Manager or Supervisor and the local AA Tower or Operations for any safety-related event. Timely and accurate reporting of aircraft accidents and incidents is critical to ensure an effective response.

Resource Citation: Ramp Operations Manual (ROM)

Section 6-3-2 - A. Each driver is responsible for the safe operation of the vehicle under his/her control.

Section 9-4-5 - A. Crew Chief will designate a crew member to accomplish the walkaround prior to departure.

The walkaround includes: 7. No visible aircraft damage or excessive fluid leaks are present. The Captain, and gate Crew Chief must be notified if any of these conditions are present.

December 28, 2016

Safety Alerts are a publication of American Airlines Corporate Safety.
For questions or comments, please contact your Hub or Regional Corporate Safety Manager.

SAFE AT WORK • SAFE AT HOME • American Airlines Corporate Safety

AIRCRAFT DAMAGE ALERT BULLETIN

NUMBER: DA16-32

Pushback struck TAT Probe

STATION: CLT

INCIDENT DATE: Dec. 27, 2016

While repositioning pushback tug at the gate with towbar still attached to the front, pushback made contact with the A321 damaging the TAT probe.

ALWAYS maintain five feet clearance from the aircraft and NEVER drive with the towbar only attached to the front.



Resource Citation: Ramp Operations Manual (ROM)

Section 8-1-1 – A. Each employee operator of company owned ground equipment is responsible for the safe operation of that equipment. (5) Maintain a minimum clearance of five (5) feet between the aircraft, except for those designed to directly interface with the aircraft, such as lavatory trucks.

Section 9-7-6. Caution: Towbars may never be pushed alone in front of a tractor. This may result in jackknifing of the towbar and potential damage to the towbar and tractor. Towbars may be towed behind path of the pushback tractor on either the front or rear hitch.

December 28, 2016

Safety Alerts are a publication of American Airlines Corporate Safety.
For questions or comments, please contact your Hub or Regional Corporate Safety Manager.

SAFE AT WORK • SAFE AT HOME • American Airlines Corporate Safety