

# AIRCRAFT DAMAGE ALERT BULLETIN

NUMBER: DA17-03

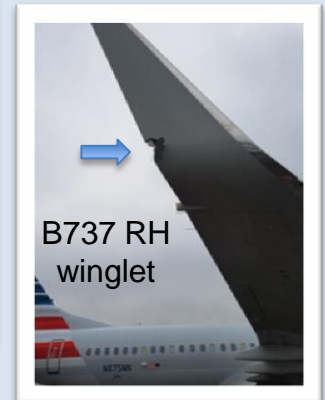
## B737 Winglet Struck E175 Stabilizer

STATION: LGA

INCIDENT DATE: Jan. 17, 2017

During pushback, the pushback driver turned too soon which resulted in the B737 right hand winglet striking the tip of an E175's left hand stabilizer. The driver was not sure if he had enough clearance but still continued to push and did not see the #1 wing walker display the "X" to stop.

ALWAYS stop if the situation does not look or feel right; assess the situation and ask for help if needed!



*Resource Citation: Ramp Operations Manual (ROM)*

*Section 9-7-7 - H.* The tractor driver will visually check the dispatch corridor (path the aircraft will take) prior to beginning pushback or towing operations.

*Section 9-7-8 – A.* Wingwalkers will move along with the aircraft while maintaining visual contact with the Pushback Operator and the assigned aircraft clearance area until the pushback has been terminated (aircraft has come to a complete stop).

*Section 9-7-9 - C.* During pushback, the Pushback Operator will monitor the Wing-walkers while maintaining surveillance of the towbar and the nose gear door or aircraft fuselage.

January 24, 2017

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