

# AIRCRAFT DAMAGE ALERT BULLETIN

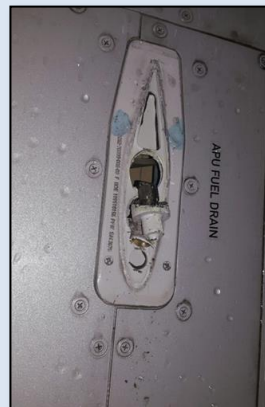
NUMBER: DA17-09

## Water Truck Struck Aircraft

STATION: CLT  
INCIDENT DATE: Mar. 30, 2017

A water truck moved in reverse along the entire length of the aircraft. The truck was positioned at the aft of the aircraft and made contact along the full length of the fuselage prior to striking the nose gear and coming to a stop. Damage occurred to the antennas, drain mast, multiple fuselage skin and panel areas, the nose gear was still being evaluated for damage at the time of this Alert. The employee operating the water truck failed to confirm that the vehicle was in neutral before beginning servicing, he failed to chock the tires and failed to fully engage the microlock brake. Additionally, while the truck was functional the overall appearance of the truck showed it to be in a state of disrepair. The headlights were zip tied into place, the interior lights were not operational, and the dashboard was duct-taped into position.

**ALWAYS** chock ground equipment when interfacing with the aircraft and **NEVER** use equipment that is not safe to operate.



### 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 and shall always: (2) Remove from service and report immediately to a CSM, Supervisor or Crew Chief any vehicle with defective brakes (foot brake or parking brake). (3) Report to a CSM, Supervisor or Crew Chief any other equipment condition or damage that requires corrective action. (6) Any equipment that comes within five (5) feet of the aircraft, **MUST** be chocked. This **DOES NOT** include pushback tractors or bag carts.

**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. When checking brakes on carts and dollies, push on the cart or dolly after setting the brake to verify the cart or dolly does not move.)

**Section 8-1-3 – P.** All vehicles equipped with R–N–D (reverse–neutral–drive) transmissions must be parked with the gear selector in N (neutral) with the hand brake set. Vehicles equipped with P–R–N–D (park–reverse–neutral–drive) transmissions must be parked with the gear selector in P (parked) with the hand brake set. Other types of non–powered ground support equipment must also have the hand brake set when parked.

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April 24, 2017

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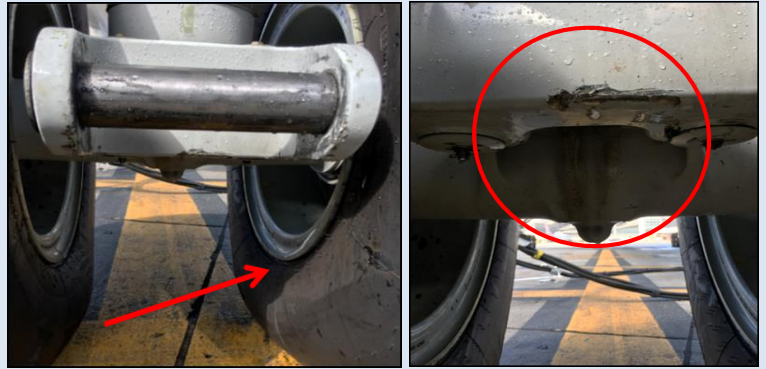
NUMBER: DA17-09

## Towbar Contacts Nose Landing Gear

STATION: LAX

INCIDENT DATE: Apr. 8, 2017

As a Fleet Service Clerk was backing a pushback and towbar away from the nose landing gear, the clerk misjudged his clearance and the towbar struck the nose landing gear.



*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.

April 24, 2017

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