

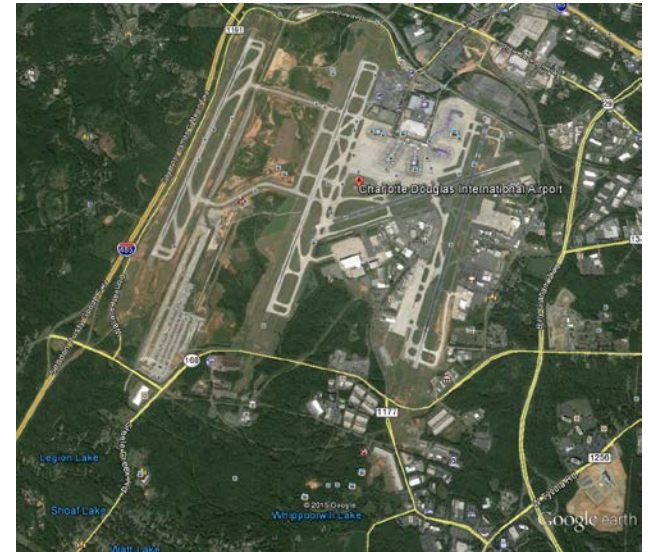
# American Airlines 1851

## Airbus A321 N564UW

# Walk-Around Inspection

Charlotte Douglass International Airport  
Charlotte, North Carolina

August 16, 2015



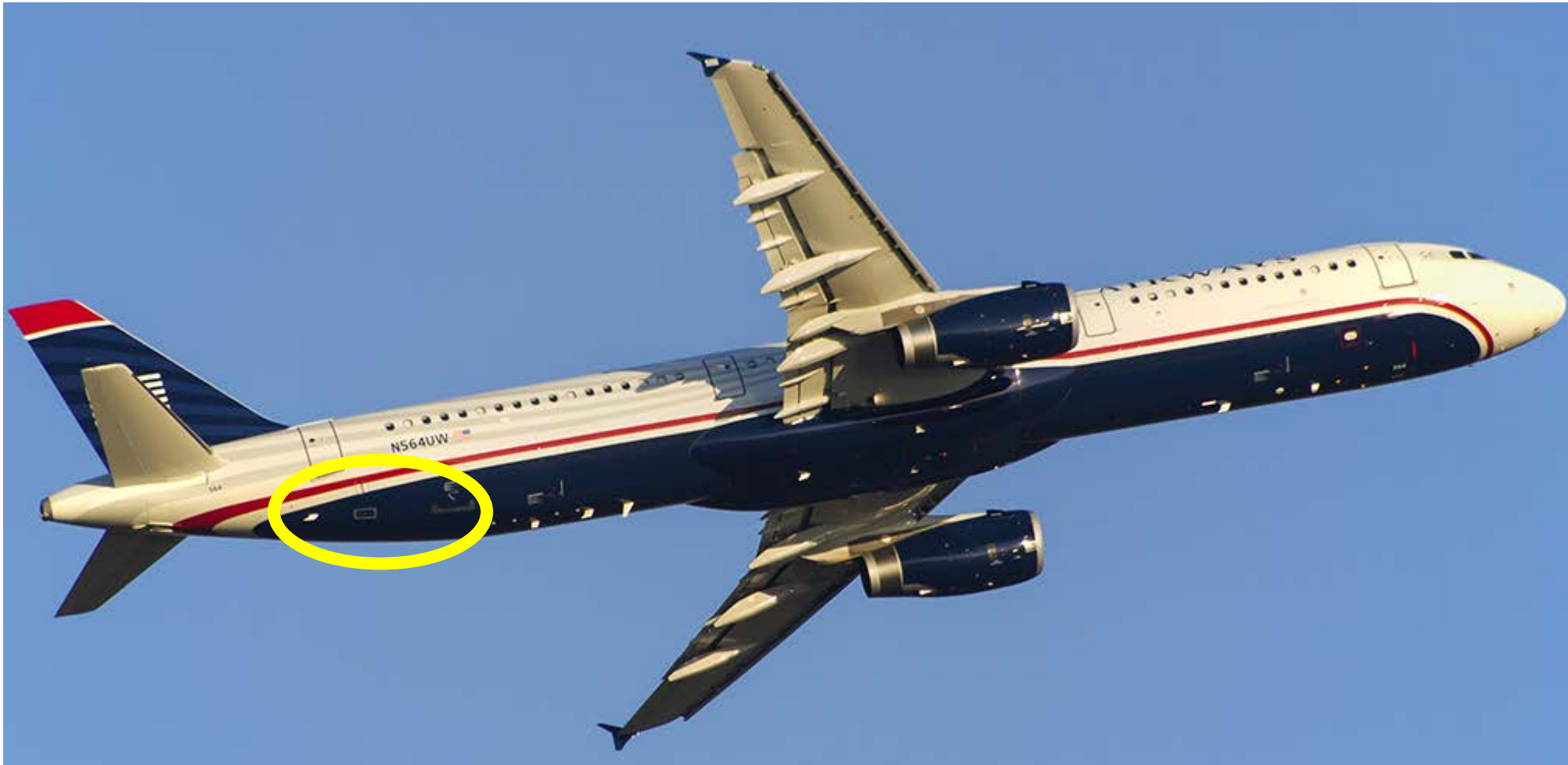
# Accident Summary - American Airlines 1851

On Saturday evening, August 15, at approximately 6:34 pm eastern daylight time, American Airlines Flight 1851, an Airbus A321, N564UW, descended below glideslope flight path to Runway 36L at the Charlotte Douglas International Airport touching down prior to the runway threshold. The landing gear and aft fuselage impacted the approach lighting system lights and runway end identifier lights. The crew initiated a go-around and landed successfully on runway 36C at Charlotte airport. The crew taxied the aircraft to the gate where the captain found damage to the aircraft upon a walk-around post flight inspection.

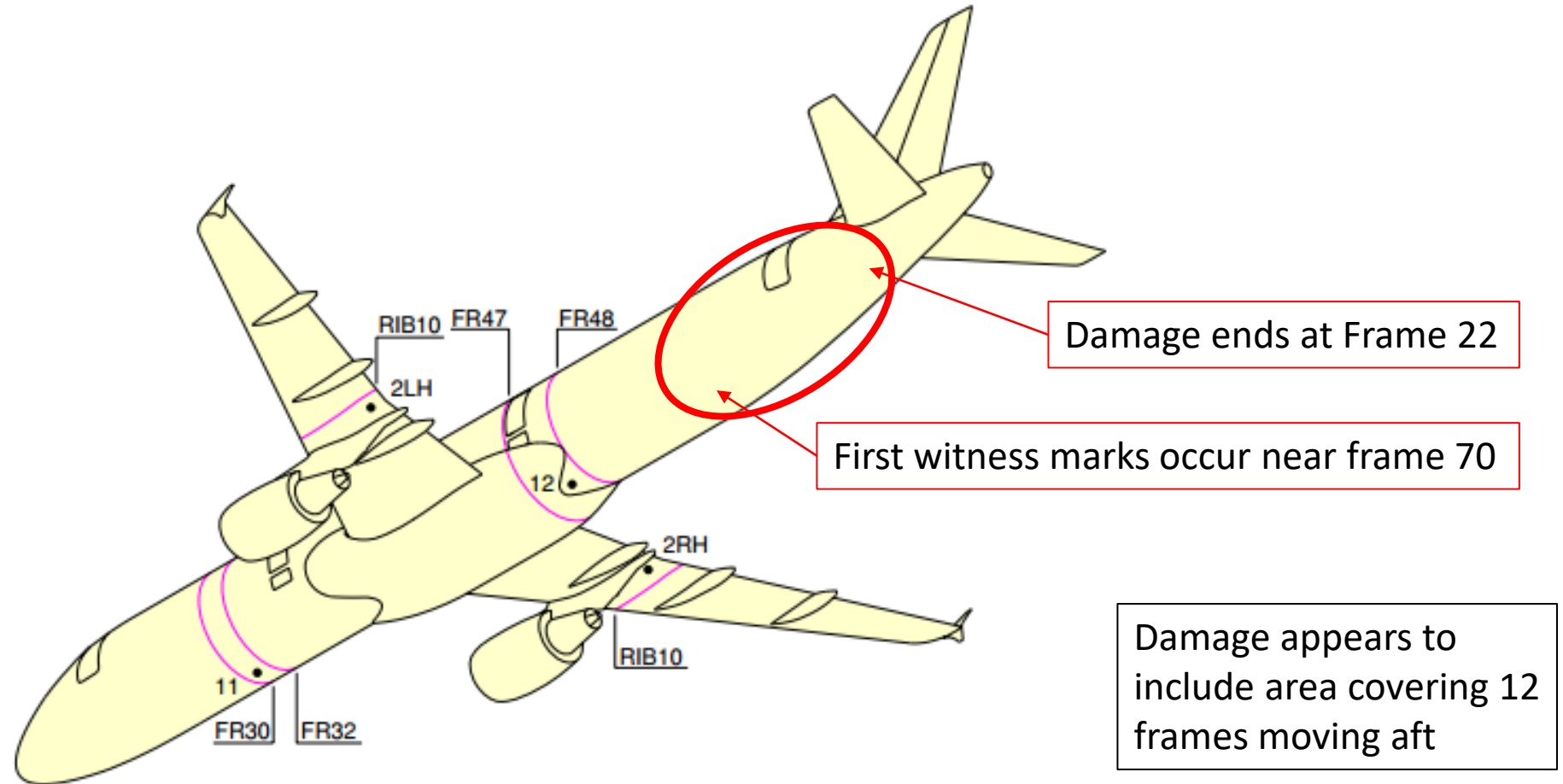
# Walk-Around General Inspection

A walk-around general inspection of American Airlines N564UW found damage isolated to the aft lower section of the fuselage aft of the bulk cargo compartment door as well as damage to the main landing gear tires.

# Damage Area



# Aft Fuselage External Damage Area N456UW



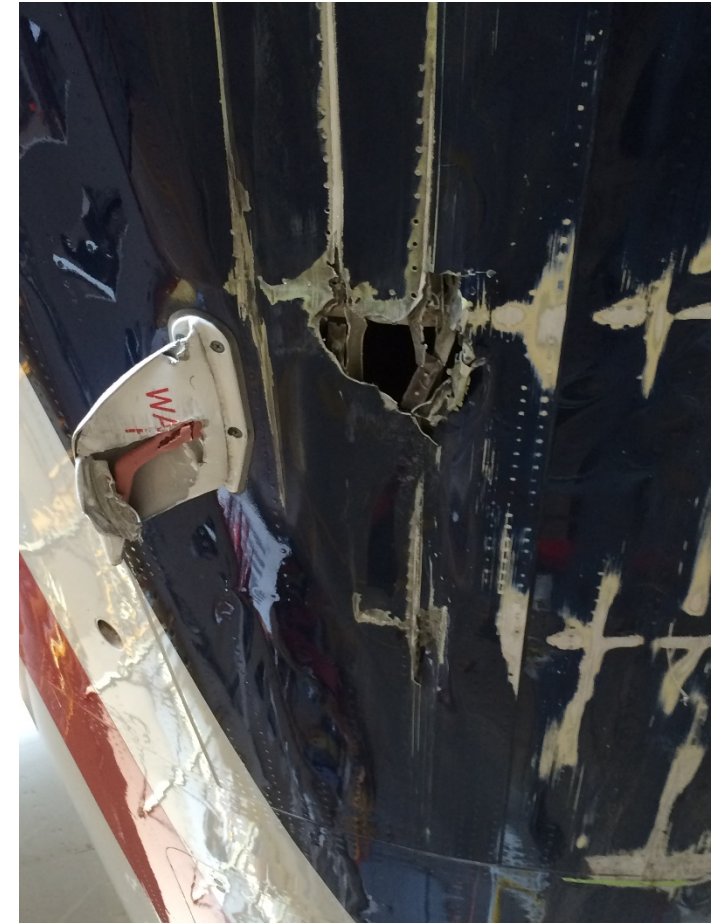
# External Inspection – Aft Fuselage



Aft looking forward



Abraded fuselage skin with penetrations



# External Inspection – Aft Fuselage



External Damage begins  
at around Frame 70

External Damage  
ends at Frame 22



View looking aft

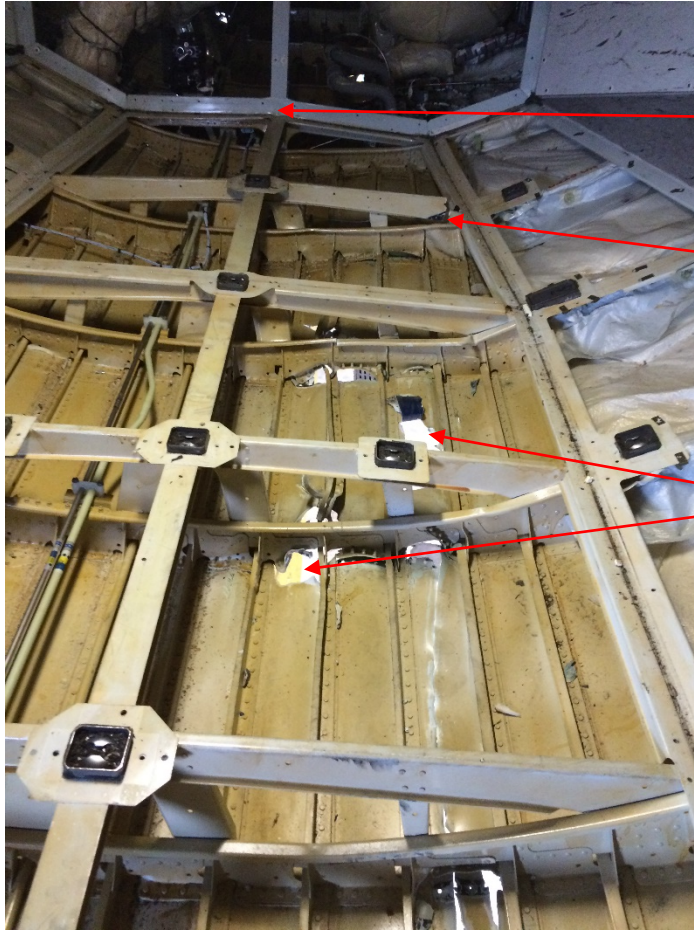
# External Inspection – Right Aft Fuselage



Damage appears to have been caused by Runway Light. (appears to have been thrown up against airframe by tire possibly.

**Location:** Between frame 58 and 57 RH side of aircraft.

# Internal Inspection – Aft Cargo

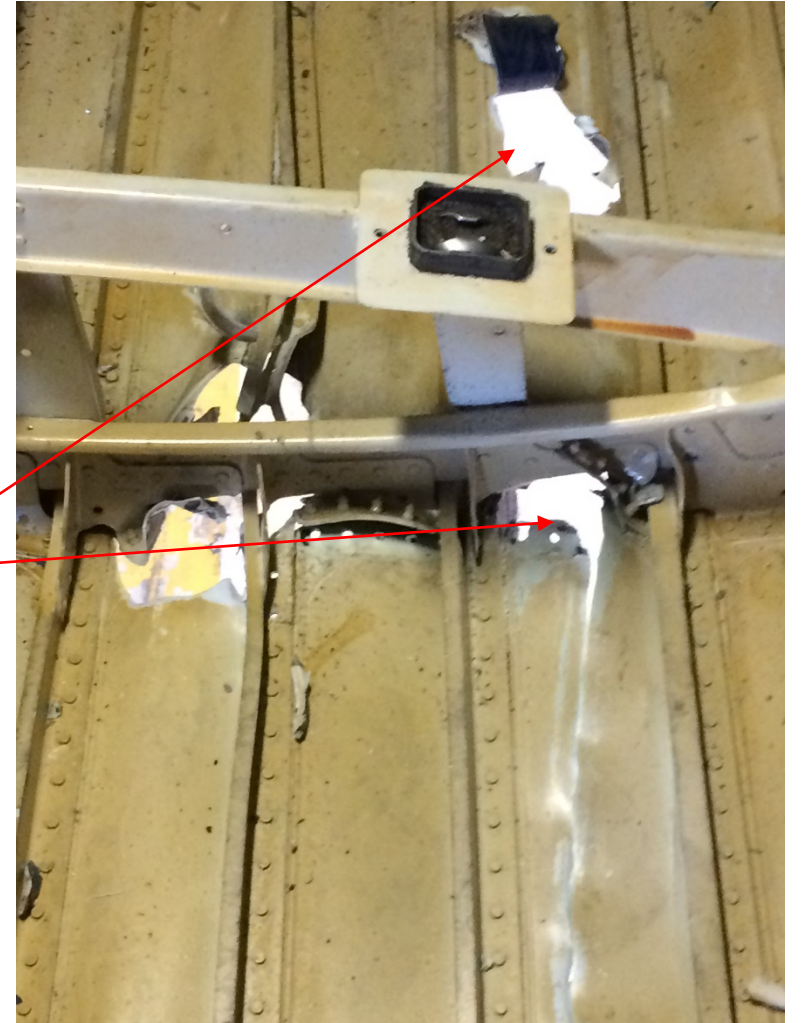


Frames are bent

Fractured Frames

Multiple skin perforations

Cargo Compartment Door Aft View



Skin Perforations

# Tire Damage – LH Main Gear Inboard Tire



- Tire has cuts due to foreign object damage created most likely by the runway approach and end identifier lights
- Embedded FOD
- Chevron Cutting from antiskid braking and possibly grooved runway surface

