

Good Morning,

We have received an updated damage assessment from our engineering services group regarding the 757 Tail Strike on 21 March 2020 in LAS.

- What was initially identified as a 'crack' by several engineering technicians was determined to be a butt joint where the L/H lower brake ring and the R/H lower break ring meet at the bottom of the fuselage
- The butt joint was exposed due to that specific area of the fuselage having slightly more material ground off during the tail strike (see Images 1 & 2)
- Normally, the butt line where the brake rings meet would look much cleaner, however, damage from the tail strike ground off some material, making it easy to mistake as a crack
- If you look at the very forward edge where the red mark is (see Image 1) you can see it's a perfect gap which is what the full length of the break ring butt line usually looks like
- The brake ring thickness starts at 0.170 and tapers to 0.100, and our engineering services group agreed that based off the amount of material that was ground off, the pressure bulkhead was not damaged
- The ferry flight to ROS was restricted to 25,000 ft. as a precaution only

Based on this information, **the pressure bulkhead was intact and not compromised as a result of the tail strike**. I've also attached two engineering diagrams (see Diagram 1 & Diagram 2) that illustrate the area damaged in more detail. This revised damage assessment was just provided to us today, I apologize for the lateness in delivering this information. Please do not hesitate to call or email if you have any questions.

Thanks,
Brent

Brent Curlee |Sr. Air Safety Investigator | American Airlines, Inc.







