



Safety Bulletin

Scope: Americas
Applicability: All LOBs
Issued on: 26DEC24

Damage to Door and System Access Control Doors

PURPOSE: This alert is being published as a reminder regarding practices for operating lower deck loaders (LDL) around the wide-body aircraft in a way to prevent damage to access doors. WFS policy requires that LDL operators to ensure proper clearance between the LDL and fuselage before attempting to raise, lower or position any part of the LDL to the aircraft.

WHY: There have been several incidents where loader operators have moved the LDL and contact was made (typically with the LDL safety rail) with the opened PDU or door access control panel while making height adjustments to the bridge platform and causing damage to the door(s).

HAZARD IDENTIFIED: Opening and leaving access control panel doors open when not being used can cause inadvertent contact with the LDL when the LDL is being adjusted for height. This can cause aircraft damage and service disruption.

PROCESS OUTLINE: WFS GOM 3.1.3.8 (i) Constantly monitor the parts of the aircraft that can contact the ULD loader (e.g., edge of cargo hold opening, aircraft cargo door, control panel doors, fairings on fuselage and wings). Aircraft door access panels must be closed anytime the aircraft door is not being operated. PDU access panels must be closed any time the cargo loading system is not being actively used or whenever adjustments are being made to loader height.

RECOMMENDATION: Aircraft door access panels should be closed anytime the aircraft door is not being operated. PDU access panels should be closed any time the cargo loading system is not being actively used or whenever adjustments are being made to loader height.

These actions reduce the possibility of an incident.

