

9/11/2023

FOR YOUR INFORMATION

2023-138/11-27

2022066

To: Airbus Industries

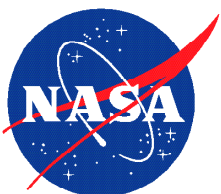
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-720, AIR-360, SEA-AEG),
A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA,
ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: A320 Illustrated Parts Catalog (IPC) Error

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2022066

DATE / TIME

Date of Occurrence	202307
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	A320
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Turbine Engine Thrust Reverser
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2022066

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Maintenance
Result - General	Maintenance Action

NARRATIVE 1

Report subject – Left C-Duct Thrust Reverser Harness. Reason for report. To correct and update IPC (Illustrated Parts Catalog) parts lists, assembly instructions, and associated illustrations. Prevent wrong part number installation and possible malfunction of associated wiring and aircraft thrust reverser system. Engineering request to revise the associated work order has been made and corrections have been agreed to and process to revise has been initiated.

Primary issue is for the backshell on Connector 905P. The harness installation requires a 90-degree backshell for Connector 905P per IPC. The 90-degree backshell provides less bend radius for the wire versus a straight backshell which would make it susceptible to higher stress and possible malfunction of the wire. Associated parts lists and illustrations show a straight backshell but should reflect a 90-degree backshell on all IPCs and illustrations.

Connector 905P connects to the left thrust reverser stow and lock proximity sensor. This is a critical indication for the flight crew. Suggested resolution – work with Airbus, Company A, Company B to correct and update IPC parts lists, assembly instructions, and associated illustrations.

Report subject – Right C-Duct Thrust Reverser Harness. Reason for report – to correct and update IPC (Illustrated Parts Catalog) parts lists, assembly instructions, and associated illustrations. Prevent wrong part number installation and possible malfunction of associated wiring and aircraft thrust reverser system. Engineering request to revise the associated work order has been made and corrections have been agreed to and process to revise has been initiated.

Primary issue is for the backshell on Connector 904P. The harness installation requires a 45-degree backshell for Connector 904P per IPC. The 45-degree backshell provides less bend radius for the wire versus a straight or 90-degree backshell, which would make it susceptible to higher stress and possible malfunction of the wire.

Associated parts lists and illustrations show a straight or 90-degree but should reflect a 45-degree backshell on all IPCs and illustrations.

Connector 904P connects to the right thrust reverser stow and lock proximity sensor and is a critical indication for the flight crew. Suggested resolution – work with Airbus, Company A, Company B to correct and update IPC parts lists, assembly instructions, and associated illustrations.

SYNOPSIS

A320 Maintenance Technician reported that the incorrect part was listed in the Illustrated Parts Catalog (IPC) and needs to be corrected and updated. The installation of the incorrect part as instructed in the current IPC could lead to possible malfunction of the aircraft's thrust reverser system.