

6/10/2022

FOR YOUR INFORMATION

2022-59/3-8

1895058

To: Airbus Industries

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-280, AIR-720, SEA-AEG, AQS-230), 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: Airbus Jack Pad Kit Anomaly

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 1895058

DATE / TIME

Date of Occurrence	202204
Local Time Of Day	No Local Time Of Day Stated

AIRCRAFT / EQUIPMENT X

Make Model Name	A320
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Wing
--------------------	------

PERSON 1

Function - Maintenance	Technician
ASRS Report Number	1895058

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Result - General	Maintenance Action
Result - Aircraft	Aircraft Damaged

NARRATIVE 1

I was starting an afternoon overtime shift and was asked by Supervisor on duty to look into a tooling situation that resulted in a fuel leak on Aircraft X. We have 1 Airbus jack pad kit at ZZZ, kit PN XXXXXXXXXXXXXX PC # XXXXXX. This kit was checked out on date for use on Aircraft X. I discovered that the kit contained 2 jack pads: 1 for each wing and 6 attach bolts, although only 2 bolts are used on each jack pad.

I discovered that 3 of the bolts were approximately 2.5 inches in length and the remaining 3 were 2 inches in length. The jack pad identified for the left hand side had 2 of the 2.5 inch bolts secured in the transport holes of the adapter while the right hand side jack pad had 2 of the 2 inch bolts secured in the transport holes. In reviewing the Aircraft Maintenance manual it appears that the hardware included in the kit is not what originally came with the kit. The Aircraft Maintenance manual drawing depicts a fastener with a cable or wire strap that secures it to the pad and appears to have a special shape to the barrel of the bolt.

It appears that a Technician installed the pad using the longer hardware supplied in the kit that damaged the dome nut resulting in the fuel leak.

SYNOPSIS

Technician reported that as part of a crew preparing for jacking the Airbus aircraft, it was discovered that the bolts with the jack pad adapter kit were the incorrect length.