

Airbus Industrie A319, A320 and A321 Series Aeroplanes

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**AD/A320/115**

**Flight Crew Seats**

**3/2001**

**Applicability:** All model A319, A320 and A321 aircraft equipped with powered cockpit seats manufactured by Sogerma with:

- Part Number (P/N) TAAI2-13PE00-01, TAAI2-13PE01-01, TAAI2-33PE00-01, TAAI2-33PE01-01 for Captain seats, and
- P/N TAAI2-13CE00-01, TAAI2-13CE01-01, TAAI2-33CE00-01, TAAI2-33CE01-01 for First Officer seats.

and fitted with P/N 4136290003 Labinal actuator.

*Note 1: The involved seats have a serial number below S/N 657.*

*Note 2: Such equipped seats are identified by a label close to the identification plate with "Seat equipped with "Labinal" actuator" printed on it and without any P/N indication.*

**Requirement:** Remove P/N 4136290003 Labinal actuators and replace them by P/N 4136290004 or 4136290005 Labinal actuators or P/N 6147-6 Aviac actuators in accordance with Sogerma Service Bulletin TAAI2-25-402, Revision 1.

*Note: DGAC AD 2000-524(B) refers.*

**Compliance:** Within six months from 22 March 2001.

This Airworthiness Directive becomes effective on 22 March 2001.

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

Background: Operators reported some uncommanded horizontal movement of cockpit seat adjustment during flight. Investigation revealed that these events were due to a broken Labinal actuator electrical brake. If left uncorrected, this failure can lead to untimely seat movement or loss of the seat's brake function; and consequent loss of pilot control.



David Alan Villiers

Delegate of the Civil Aviation Safety Authority  
6 February 2001