



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2024/005



Issued: 20 August 2024

A320 Family Aircraft
Third Occupant Seat Harness Correct Routing

This Safety Notice Contains Recommendations Regarding Operational Safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability: A320 Family Aircraft	
Aerodromes:	Not affected
Air Traffic:	Not affected
Airspace:	Not affected
Airworthiness:	Part CAMO - Continued Airworthiness Management Organisations Part 145 – Maintenance Organisations
Flight Operations:	Appropriate AOC Holders
Licensed/Unlicensed Personnel:	Not affected

1 Affected Aircraft Types, Part Numbers and Serial Numbers:

Third occupant seat fitted to Airbus A318, A319, A320 and A321 aircraft.

2 Introduction

The purpose of this Safety Notice is to alert owners and operators of affected aircraft types, as detailed in Section 1 above, to highlight the correct routing of the third occupant seat harness through the slots in the headrest assembly.

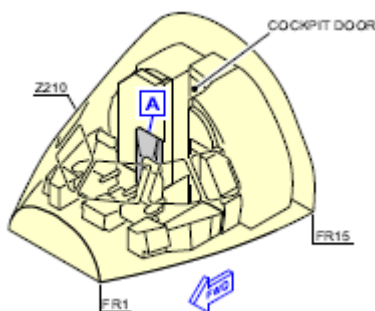


Figure 1

3 Background

The CAA are aware of significant number of reports of the third occupant seat harness being incorrectly routed through the top of the seat backrest instead of through the slot in the headrest.

There has been an explanation put forward that when the seat headrest is folded down to gain access to the circuit breaker panel, the harness can pull back through the slot and fall between the hinged headrest and the seat backrest.



Figure 2



Figure 3

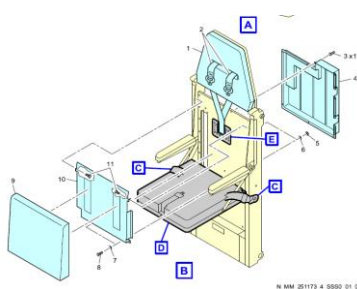


Figure 4

Incorrect routing over the backrest structure may cause component failure and is not a safe configuration for the occupant, in the event of a rapid deceleration.

4 Recommendations

- 4.1 The CAA requests that operators carry out a fleet check of their affected aircraft to ensure correct routing of the seat harness in accordance with AMM 25-11-73 and continue to monitor the routing for any in-service change.
- 4.2 The CAA advises operators and maintenance organisations to make pilots and engineers aware of the incorrect routing so that a harness defect can be quickly recognised and rectified.
- 4.3 The CAA advises operators that it may be beneficial to introduce this check as part of the pilot or engineer pre-flight checklist.
- 4.4 Please feedback the result of fleet checks to your CAA allocated Surveyor.

5 Enquiries

- 5.1 Any enquiries or requests for further guidance as a result of this communication should be referred to: Continued.Airworthiness@caa.co.uk.

6 Cancellation

- 6.1 This Safety Notice will remain in force until further notice.