

## Airworthiness Directive

**AD No.:** 2025-0037

**Issued:** 12 February 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A319, A320 and A321 aeroplanes

**Effective Date:** 26 February 2025

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aircraft Flight Manual – Amendment

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#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A319-151N, A319-153N, A319-171N, A319-173N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-252N, A321-253N, A321-251NX, A321-252NX, A321-253NX, A321-253NY, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers having Airbus modification (mod) 162344 or mod 168460 embodied, except those having mod 165670 embodied in production.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**The OEB:** Airbus Operations Engineering Bulletin (OEB) 63 issue 1.0.

**The FOT:** Airbus Flight Operator Transmission (FOT) 999.0006/25.

**Reason:**

Occurrences were reported of lost synchronization between the RMPs, which resulted in loss of communications means (radio management panel (RMP) data synchronization, very high frequency (VHF) communications) on the Digital Radio and Audio Integrating Management System (DRAIMS).

This condition, if not corrected, could lead to total loss of control of radio communications including the loss of communications, of transponder (XPDR) functionality and/or of stand-by navigation.

To address this potential unsafe condition, Airbus issued the OEB and FOT to provide instructions to cope with similar failure conditions.

For the reason described above, this AD requires amendment of the AFM, by incorporating the procedures as described in the OEB, which contains instructions to regain communication and transponder means in certain failure conditions.

This AD is considered to be an interim action and further AD action may follow.

**Required Action(s) and Compliance Time(s):**

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**AFM Amendment:**

- (1) Within 7 days after the effective date of this AD, implement the procedures as described in the OEB, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM of an aeroplane by incorporating the OEB, or an AFM (temporary) revision which includes the same content as the OEB, informing all flight crews and operating the aeroplane accordingly, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

Airbus OEB 63 issue 1.0 dated 07 February 2025.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 12 March 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

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