



## Airworthiness Directive

**AD No.:** 2025-0043R1  
**[Correction:** 31 July 2025]  
**Issued:** 31 July 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):** A330 aeroplanes

**Effective Date:** Revision 1: 07 August 2025  
 Original issue: 26 February 2025

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2025-0043 dated 19 February 2025.

### ATA – Aircraft Flight Manual – Emergency Procedure Section – Amendment ATA – Master Minimum Equipment List – Amendment

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

A330-243, A330-243F, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN) having Airbus modification (mod) 207423 installed, except those having Airbus mod 211442 installed.

#### Definitions:

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

**The OEB:** Airbus Operations Engineering Bulletin (OEB) 58 issue 1.0.

**The FOT:** Airbus Flight Operator Transmission (FOT) 999.0011/25.

**The MMEL update:** Airbus A330/A340 Master Minimum Equipment List (MMEL) items listed below, as provided in Airbus A330/A340 MMEL Major Event Revision (MER) dated 10 February 2025:



- Item 23-81-01 Radio Management Panel (RMP)
- Item 23-81-03 RMP Key
- Item 23-81-04 RMP Reception Knob

#### Reason:

Occurrences were reported of loss of data synchronization between the RMPs and the Audio management Unit (AMU), which can result in the loss of control of radio communication, uncommanded changes of transponder and Traffic alert and Collision Avoidance System (TCAS) settings, the activation of standby navigation mode on all RMPs.

This condition, if not corrected, could lead to total loss of control of radio communications including the loss of communications, of transponder functionality and/or of standby navigation.

To address this potential unsafe condition, Airbus issued the OEB, to provide instructions to cope with similar failure conditions, the MMEL update, removing the capability to dispatch an aeroplane with RMP3 failures, and the FOT, providing additional information.

Consequently, EASA issued AD 2025-0043, to require implementing the OEB and the MMEL update.

Since that AD was issued, Airbus mod 211442 'Communications - Audio Management System (AMS) - Install Wiring and SW L4.3 STD for digital audio' was designed and certified. Aeroplanes having that mod embodied in production are not affected by the airworthiness issue identified by that AD, and are therefore exempted to comply with the requirements of that AD.

This AD is revised accordingly, reducing its Applicability.

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

This AD is republished to correct the applicability.

#### 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 26 February 2025 [the effective date of the original issue of this AD], implement the procedures associated with the OEB, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) Amending the Aircraft Flight Manual (AFM) of an aeroplane by incorporating the procedures associated with the OEB, or an AFM (temporary) revision which includes the same content of the procedures associated with the OEB, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### MMEL Amendment:

- (3) Concurrently with the AFM amendment as required by paragraph (1) of this AD, implement the instructions of the MMEL update, as defined in this AD, on the basis of which the operator's



MEL must be amended, inform all flight crews, and thereafter, operate the aeroplane accordingly.

**Ref. Publications:**

Airbus OEB 58 issue 1.0.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Airbus A330/A340 MMEL MER dated 10 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, the original issue of this AD was posted on 19 February 2025 as Final AD with Request for Comments, postponing the public consultation process until 19 March 2025. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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 – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

