

Airworthiness Directive

AD No.: 2025-0043

Issued: 19 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 M.L.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 M.L.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: 26 February 2025

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

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.

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, and the MMEL update, removing the capability to dispatch an aeroplane with RMP3 failures.

Airbus issued the FOT providing additional information.

For the reason described above, this AD requires implementing the OEB and the MMEL update.

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 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, 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 19 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.
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.

