

## Airworthiness Directive

**AD No.:** 2025-0118

**Issued:** 21 May 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:** 04 June 2025

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2025-0037 dated 12 February 2025.

**ATA – Aircraft Flight Manual – Amendment**
**ATA 23 – Communications – Digital Radio and Audio Integrating Management System – Modification**
**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, A321-271NY and A321-272NX aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**Affected part:** Digital Radio and Audio Integrating Management System (DRAIMS) having any Part Number (P/N) as identified in Appendix 1 of this AD.

**The AFM TR:** Aircraft Flight Manual (AFM) Temporary Revisions (TR) TR 816 (2 RMP + ACP3) or TR 817 (3 RMP) as applicable.

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

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

**The SB:** Airbus Service Bulletin (SB) A320-23-1B19.

**Groups:** Group 1 aeroplanes are those having an affected part installed.

Aeroplanes having Airbus modification (mod) 162344 or mod 168460 embodied in production; except those having mod 165670 embodied in production are considered Group 1 aeroplanes.

Aeroplanes having SB A320-23-1B26 embodied in service are considered to be Group 1 aeroplanes.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Aeroplanes having Airbus mod 165670 embodied in production or aeroplanes having Airbus mod 175597 embodied in production (installation of DRAIMS P/N L4.3) are considered to be Group 2 aeroplanes, provided that no affected part has been installed in service.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

**Reason:**

Occurrences were reported of lost synchronization between the radio management panels (RMPs), which resulted in loss of communication means (RMP data synchronization, very high frequency (VHF) communications) on the 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 63 and the FOT to provide instructions to cope with similar failure conditions.

Consequently, EASA issued AD 2025-0037, requiring amendment of the AFM, by incorporating the procedures as described in the OEB 63, which contains instructions to regain communication and transponder means in certain failure conditions.

Since that AD was issued, Airbus issued the AFM TR and the SB providing instructions for DRAIMS upgrade to software L4.3 standard.

For the reason described above, this AD retains the requirements of EASA AD 2025-0037, which is superseded, and additionally requires modification of Group 1 aeroplanes.



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

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

**AFM Amendment:**

- (1) For Group 1 aeroplanes: Within 7 days after 26 February 2025 [the effective date of EASA AD 2025-0037], implement the procedures as described in the OEB, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, amend the AFM of an aeroplane by incorporating the AFM TR, inform all flight crews and operate the aeroplane accordingly. Consequently, the AFM amendment as required by paragraph (1) of this AD can be removed from the AFM of that aeroplane.
- (3) Amending the AFM of an aeroplane by incorporating a later AFM revision, which includes the same content as the AFM TR, is an acceptable method to comply with the requirements of paragraph (1) or (2) of this AD for that aeroplane.

**Modification:**

- (4) For Group 1 aeroplanes: Within 18 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the SB.
- (5) After modification of an aeroplane as required by paragraph (4) of this AD, the AFM amendment, as required by paragraph (1) or (2) of this AD, can be removed from the AFM of that aeroplane.

**Part(s) Installation:**

- (6) Do not install an affected part on any aeroplane, as required by paragraph (6.1) or (6.2) of this AD, as applicable.
  - (6.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (4) of this AD.
  - (6.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus AFM TR 816 dated 20 February 2025.

Airbus AFM TR 817 dated 20 February 2025.

Airbus SB A320-23-1B19 original issue dated 20 December 2024.

Airbus SB A320-23-1B26 original issue dated 25 March 2025.

Airbus OEB 63 issue 1.0 dated 07 February 2025.



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

**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 18 June 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).



## Appendix 1

Table 1 - DRAIMS P/N

Affected P/N	Designation	Functional Item Number (FIN)
TEQ494382AA1151 (L3) TEQ404382AA1851 (L4.2)	AMU Operational SW1	1RN SW1
TEQ4D4382AA0660 (L3) TEQ434382AA0860 (L4.2)	AMU Configuration SW2	1RN SW2
TEQ4A4381AA1151 (L3) TEQ434381AA1851 (L4.2)	RMP1(2)(3) SW1	80RN1 SW1 80RN2 SW1 80RN3 SW1 (optional)
ACP4380AA110101 (L3) ACP4380AA120101 (L4.2)	ACP3	2RN3 2RN4 (optional) 2RN5 (optional)

