



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-174

Issued: 13 November 2025

Note: This Proposed Airworthiness Directive (PAD) 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 accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0043R1, including its Correction, dated 31 July 2025.

ATA – Aircraft Flight Manual – Emergency Procedure Section – Amendment

ATA – Master Minimum Equipment List – Amendment

ATA 23 – Communications – Digital Radio and Audio Integrating Management System – Modification

Manufacturer(s):

Airbus

Applicability:

A330-941 aeroplanes, manufacturer serial numbers (MSN) 2056, 2061 through 2071 inclusive, 2073 through 2090 inclusive, 2092 through 2095 inclusive, 2097, 2099 through 2101 inclusive, and 2105.

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

The SB: Airbus Service Bulletin (SB) A330-23-3514.

Affected part (depending on aeroplane configuration – refer to the SB contents): Audio Control Panel 4 (ACP4) Part Number (P/N) ACP4380AA120101; Audio Management Unit (AMU) operational program software (SW) P/N TEQ404382AA1851; RAIMS configuration table SW P/N TEQ414382AB0960; RMP SW TEQ434381AA1851.

Reason:

Occurrences were reported of loss of data synchronization between the RMPs and the 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 initially the OEB, and later the Aircraft Flight Manual (AFM) Temporary Revision 819, 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.

After that AD was issued, Airbus modification (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.

Accordingly, EASA issued AD 2025-0043R1, reducing its Applicability.

Since that AD was issued, Airbus published the SB, providing instructions for the installation of Airbus mod 211442 on in-service aircraft.

For the reasons described above, this AD retains the requirements of EASA AD 2025-0043R1, which is superseded, and requires modification of aeroplanes.

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 EASA AD 2025-0043 at original issue], 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 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 operating procedure 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.

Modification:

- (4) Within 12 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 requirements of paragraphs (1), (2) and (3) of this AD are no longer applicable for that aeroplane. Amendments of the AFM and of the operator's MEL, which have been implemented to comply with those requirements, as applicable, can be removed from that AFM and from that operator's MEL.
- (6) After modification of an aeroplane as required by paragraph (4) of this AD, do not install an affected part on that aeroplane.

Ref. Publications:

Airbus OEB 58 issue 1.0.

Airbus SB A330-23-3514 original issue dated 24 October 2025.

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

Airbus A330/A340 MMEL MER dated 10 February 2025.

Remarks:

1. This Proposed AD will be closed for consultation on 11 December 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

