



# 適航指令發布單

## Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2025-02-018	發布日期 Date issued	2025/02/24
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	A330-243, A330-243F, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN) having Airbus modification (mod) 207423 installed.		
主旨摘要 Subject	Aircraft Flight Manual - Emergency Procedure Section - Amendment / Master Minimum Equipment List - Amendment		
民航局 CAA  <input type="radio"/> 本國產品 Native product  <input type="radio"/> 其他個案 Other	設計國民航主管機構 Original Authority  <input type="radio"/> FAA <input type="radio"/> Germany LBA <input checked="" type="radio"/> EASA <input type="radio"/> CAA-NL <input type="radio"/> Brazil <input type="radio"/> UK CAA <input type="radio"/> Transport Canada Civil Aviation <input type="radio"/> Japan CAB <input type="radio"/> DGAC <input type="radio"/> CAA of Israel <input type="radio"/> Other_____		
	設計國AD編號 Original AD number	2025-0043	
	1. 直接採用原AD之內容? (Is the original AD directly adopted?) <input checked="" type="radio"/> 是(Yes) <input type="radio"/> 否(No)_ a. 生效日期另訂為(Re-specify the effective date as) : b. 執行時限另訂為(Re-specify the compliance time or period as) : 2. 使用人是否需要將AD執行結果向民航局提出報告? (Do users need to report the status of compliance to the CAA?) <input type="radio"/> 需要(Yes) <input checked="" type="radio"/> 不需要(No)		
備註 Note	Ref. Publications: Airbus OEB 58 issue 1.0.		

註： 1. AD內容後附。

2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。

3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464,  
[adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)

Note： 1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to  
the CAA for approval.

3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332,  
Fax：(02)2545-8464, [adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)



## 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 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:** 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](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).

