



# 適航指令發布單

## Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2025-05-016A	發布日期 Date issued	2025/07/23
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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.		
主旨摘要 Subject	Aircraft Flight Manual - Amendment Communications - Digital Radio and Audio Integrating Management System - Modification		
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	2025-0118R1	
	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備註 Note	This AD revises EASA AD 2025-0118(CAA-2025-05-016) dated 21 May 2025, which superseded EASA AD 2025-0037 dated 12 February 2025.		

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.:** 2025-0118R1

**Issued:** 15 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):

A319, A320 and A321 aeroplanes

**Effective Date:** Revision 1: 22 July 2025  
Original issue: 04 June 2025

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2025-0118 dated 21 May 2025, which superseded 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 or 175597 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.

After that AD was issued, Airbus issued the AFM TR and the SB providing instructions for DRAIMS upgrade to software L4.3 standard. EASA AD 2025-0118 was published accordingly, which retained the requirements of EASA AD 2025-0037, which was superseded, and additionally required modification of Group 1 aeroplanes.

Since that AD was issued, comments were received. This AD is revised accordingly, to update the Group definition and paragraphs (2) and (5) of this AD.



**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 04 June 2025 [the effective date of the original issue of this AD], amend the AFM of an aeroplane by incorporating the AFM TR, inform all flight crews and operate the aeroplane accordingly.  
Amending the AFM of an aeroplane as required by this paragraph an acceptable method to comply with the requirements of paragraph (1) of this AD for 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 04 June 2025 [the effective date of the original issue 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 OEB procedure and the AFM amendment as required respectively by paragraph (1) or (2) of this AD, can be removed from the AFM of that aeroplane, as applicable.

**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 04 June 2025 [the effective date of the original issue of this AD].

**Ref. Publications:**

Airbus AFM TR 816 EASA approval date 19 February 2025.

Airbus AFM TR 817 EASA approval date 19 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, the original issue of this AD was posted on 21 May 2025 as Final AD with Request for Comments, postponing the public consultation process until 18 June 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 – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).



**Appendix 1**

Table 1 - DRAIMS P/N

<b>Affected P/N</b>	<b>Designation</b>	<b>Functional Item Number (FIN)</b>
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)

