



Airworthiness Directive

AD No.: 2025-0133

Issued: 25 June 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):

A318 and A319 aeroplanes

Effective Date: 09 July 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual / Cabin Crew Operating Manual / Cabin Crew Data – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, and A319-173N, aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AFM update: Airbus Certification Package (CP) 666 Issue 1.0 Aircraft Flight Manual (AFM).

CIL: Airbus Cabin Instructions and Limitations (CIL) reference (ref.) 00A-030-00027548.0001001 as provided in Airbus A320 Cabin Crew Operating Manual (CCOM) Major Event Revision (MER).

CCD: Airbus A320 family Cabin Crew Data (CCD) constituted of

- Cabin Aspects of Special Emphasis (CASE) issue 06 having ref. SA01RP1804598;
- Difference Requirement Tables and Cabin Aspects of Special Emphasis issue 12 ref. SA01RP1800465.



Reason:

During the A321-251NY and A321-271NY certification exercises, the ditching evacuation capability was reviewed for the entire A320 family. During this design review, partial non-compliance with JAR 25.1411(d)(2) Ch 11 was identified for A319 aeroplanes, as well as with JAR 25.807(d)(2) Change 11 and JAR 25.807(e)(2) Change 14 for the A319 and A318 aeroplanes, respectively.

This non-compliance, if not corrected, could hinder the ditching evacuation proceedings, possibly resulting in reduced evacuation capacity in case of an emergency.

To address these potential unsafe conditions, Airbus updated the AFM and the CCD and released the associated CIL to be implemented depending on the aeroplane configuration.

For the reasons described above, this AD requires amendment of the AFM by incorporating the AFM update, implementation of the CIL and amendment of the cabin crew training program by including the CCD.

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) For A318 aeroplanes: Within 6 months after the effective date of this AD, implement the AFM update, as applicable, inform all flight crew, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM of an aeroplane by incorporating an AFM revision, which includes the same content of the AFM update, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

CIL Implementation:

- (3) For A318 and A319 aeroplanes: Concurrently with the AFM amendment as required by paragraph (1) of this AD (for A318 aeroplanes) or within 6 months after the effective date of this AD (for A319 aeroplanes), implement the CIL, inform all cabin crew, and, thereafter, operate the aeroplane accordingly.
- (4) Incorporating the CIL into the operator CCOM of an aeroplane is an acceptable way to comply with the requirements of paragraph (3) of this AD for that aeroplane.

CCD Amendment:

- (5) For A318 and A319 aeroplanes: Concurrently with the CIL amendment as required by paragraph (3) of this AD, amend the applicable operator cabin crew training programmes by incorporating the CCD.



- (6) Amending the operator cabin crew training programmes by incorporating a later Airbus CCD revision, which includes the same content as in the CCD, is an acceptable method to comply with the requirements of paragraph (5) of this AD for that aeroplane.

Ref. Publications:

Airbus Certification Package (CP)666 Issue 1.0 AFM, EASA approval dated 06 September 2024.

Airbus CIL ref 00A-030-00027548.0001001 dated 24 September 2024.

Airbus A320 family CCD:

- Cabin Aspects of Special Emphasis (CASE) ref. SA01RP1804598, issue 06, dated 13 September 2024.
- Difference Requirement Tables and Cabin Aspects of Special Emphasis ref. SA01RP1800465, issue 12, dated 16 September 2024.

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. This AD was posted on 27 May 2025 as PAD 25-078 for consultation until 10 June 2025 and republished on 02 June 2025 as PAD 25-078R1 for consultation until 10 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.
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.

