Emergency Airworthiness Directive

AD No.: 2025-0268-E

Issued: 28 November 2025

Note: This Emergency 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:	29 November 2025 23:59 UTC
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 27 – Flight Controls – Elevator Aileron Computer – Replacement

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A319-173N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-251NX, A321-252NX, A321-253NX, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all serial numbers.

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

The AOT: Airbus Alert Operator Transmission (AOT) A27N022-25.

Affected ELAC: Elevator aileron computer (ELAC) ELAC B L104.

Serviceable ELAC: ELAC B L103+.

Groups:
Group 1 aeroplanes are those having an affected ELAC installed and being in one of the configurations defined in the AOT.
Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:
An Airbus A320 aeroplane recently experienced an uncommanded and limited pitch down event. The autopilot remained engaged throughout the event, with a brief and limited loss of altitude, and the rest of the flight was uneventful.
Preliminary technical assessment done by Airbus identified a malfunction of the affected ELAC as possible contributing factor.

This condition, if not corrected, could lead in the worst-case scenario to an uncommanded elevator movement that may result in exceeding the aircraft's structural capability.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions to install a serviceable ELAC.

For the reason described above, this AD requires installation of a serviceable ELAC and prohibits installation of an affected ELAC.

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:

Replacement:
(1) For Group 1 aeroplanes: Before next flight after the effective date of this AD, replace or modify each affected ELAC with a serviceable ELAC in accordance with the instructions of the AOT.

A ferry flight (up to 3 Flight Cycles, non-ETOPS, no passengers) is permitted to position the aeroplane to a location where the replacement or modification can be accomplished.

Part(s) Installation:
(2) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD, do not install an affected ELAC on that aeroplane.

(3) For Group 2 aeroplanes: From the effective date of this AD, do not modify any aeroplane into a Group 1 aeroplane.

Ref. Publications:
Airbus AOT A27N022-25 Revision 00 (original issue) dated 28 November 2025.

The use of later approved revisions of the above-mentioned document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

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.