

5/7/2025

**FOR YOUR INFORMATION**

2025-106/3-9

2226253

To: Airbus Industries

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-720, SEA-AEG), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: Airbus A320 Pressurization Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 226253****DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	No Local Time Of Day Stated

**PLACE**

Locale	ZZZ.ARTCC
State	US
Altitude - MSL	30000

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Center	ZZZ
Make Model Name	A320
Operating Under FAR Part	121

**COMPONENT 1**

Aircraft Component	Pressurization Control System
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**PERSON 1**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	226253

**EVENTS**

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Landed As Precaution
Result - Flight Crew	Overcame Equipment Problem
Result - Flight Crew	Returned To Departure Airport

**NARRATIVE 1**

Upon passing through FL300 the aircraft generated an ECAM "CAB PR SAFETY VALVE OPEN." The Captain immediately leveled off the aircraft and had me notify ATC of the need to level off for a pressurization issue. Upon working through the ECAM it was discovered that the differential pressure was not over 8 psi and only if above 8 psi ECAM actions were to be followed. The ECAM was cleared even though the safety valve was clearly open on the pressurization page. The Captain requested a descent and we were given FL280. We continued working on the issue and turned to the manual, which suggested resolutions only if differential pressure was above 8 psi. The safety valve at this point had closed. We considered the ECAM actions to be complete and decided to slowly climb back up at 500 fpm. It wasn't soon after we initiated that second climb that the same ECAM was once again triggered. The Captain this time requested a descent to FL260 and we would eventually make it down to FL200 before a request to return to ZZZ was initiated.

Cabin pressure during this time seemed stable and was not climbing. However, the aircraft had an obvious issue with maintaining delta pressurization levels, which was resulting in the safety outflow valve being opened. Upon returning, the aircraft managed the lowering of delta pressure absolute cabin pressure perfectly fine and everything went smoothly. No emergency was declared for this event.

It should be noted: This aircraft had been written up every day for the last 7 days for the same issue but it was returned to service each and every time! This is beyond the need for a safety flight with this aircraft, especially when dealing with cabin pressure related events. This has also occurred with other Airbus in our fleet, leading me to question whether an airworthiness directive should be forthcoming?

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## **SYNOPSIS**

A320 First Officer reported there was a malfunction with the aircraft's pressurization control system and the flight crew safely performed an air turnback. The reporter also noted that this had been a reoccurring issue with this aircraft, and was also present in other Airbus aircraft.