



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2025-1112; Project Identifier MCAI-2025-00027-T; Amendment  
39-23256; AD 2026-03-07]

RIN 2120-AA64

#### Airworthiness Directives; Airbus SAS Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2024-08-05, which applied to certain Airbus SAS Model A330-200, A330-200 Freighter, and A330-300 series airplanes; and Model A330-841 and A330-941 airplanes. AD 2024-08-05 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2024-08-05, the FAA has determined that additional new and more restrictive airworthiness limitations are necessary. This AD continues to require certain actions in AD 2024-08-05 until the existing maintenance or inspection program, as applicable, is revised to incorporate the new and more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF  
PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of July 19, 2024 (89 FR 50505, June 14, 2024).

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at regulations.gov under Docket No. FAA-2025-1112; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at regulations.gov under Docket No. FAA-2025-1112.

**FOR FURTHER INFORMATION CONTACT:** Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3539; email: [Frank.Carreras@faa.gov](mailto:Frank.Carreras@faa.gov).

## **SUPPLEMENTARY INFORMATION:**

### **Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024-08-05, Amendment 39-22738 (89 FR 50505, June 14, 2024) (AD 2024-08-05). AD 2024-08-05 applied to certain Airbus SAS Model A330-200, A330-200 Freighter, and A330-300 series airplanes; and Model A330-841 and A330-941 airplanes. AD 2024-08-05 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations (specified in Airbus A330 Airworthiness Limitations Section (ALS), Part 3, Certification Maintenance Requirements (CMRs), Revision 08, dated October 2, 2023). The FAA issued AD 2024-08-05 to correct an unsafe condition identified as a safety-significant latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in hazardous or catastrophic failure condition.

The NPRM was published in the *Federal Register* on June 23, 2025 (90 FR 26460). The NPRM was prompted by AD 2025-0012, dated January 13, 2025, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2025-0012) (also referred to as the MCAI). The MCAI states that new and/or more restrictive airworthiness limitations (specified in A330 ALS, Part 3, CMRs, Revision 09, dated October 1, 2024) for CMRs related to the air cooling temperature control and pneumatic system have been developed.

In the NPRM, the FAA proposed to continue to require certain actions in AD 2024-08-05 until the existing maintenance or inspection program, as applicable, is revised to incorporate the new and more restrictive airworthiness limitations, as specified in EASA AD 2025-0012. The FAA is issuing this AD to address a safety-significant

latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in hazardous or catastrophic failure condition.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2025-1112.

## **Discussion of Final Airworthiness Directive**

### **Comments**

The FAA received comments from Air Line Pilots Association, International (ALPA) and an individual who supported the NPRM without change.

The FAA received an additional comment from Delta Air Lines (Delta). The following presents the comment received on the NPRM and the FAA's response.

### **Request to Supersede AD 2022-17-08**

Delta requested that the FAA remove paragraph (b)(2) and the terminating action in paragraph (m) from the proposed AD and instead supersede FAA AD 2022-17-08, Amendment 39-22146 (87 FR 54865, September 8, 2022) (AD 2022-17-08), to terminate the requirements corresponding to paragraphs (4) through (8) of EASA AD 2021-0281, dated December 17, 2021 (EASA AD 2021-0281). Delta noted that EASA issued EASA AD 2021-0281R2, dated January 31, 2025, to rescind those corresponding requirements because they were incorporated into A330 ALS, Part 3, CMRs, Revision 09, dated October 1, 2024. Delta stated the terminating action in paragraph (m) of the proposed AD is misleading because the applicability in paragraph (c) of the proposed AD only applies to airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 1, 2024. Based on this, Delta concluded airplanes with an original airworthiness certificate or original export certificate of airworthiness issued after October 1, 2024, must continue to comply with FAA AD 2022-17-08. Delta asserted that superseding FAA AD 2022-17-08 will make it clear that all

airplanes applicable to AD 2022-17-08 no longer need to comply with the requirements in paragraphs (4) through (8) of EASA AD 2021-0281.

The FAA agrees that revising the existing maintenance or inspection program, as required by paragraph (j) of this AD, terminates the provisions in paragraphs (4) through (7) of EASA AD 2021-0281, for all Airbus SAS Model A330-330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes regardless of when the original airworthiness certificate or original export certificate of airworthiness was issued. The FAA also acknowledges the applicability discrepancy between this AD and AD 2022-17-08. The FAA notes this discrepancy is addressed by global AMOC 523-25-00060a, dated October 28, 2025. That AMOC approves incorporation of A330 ALS, Part 3, CMRs, Revision 09, or later revisions, as a terminating action for Airbus All Operators Transmission (AOT) A36L004-20, Revision 01, dated October 27, 2021, which corresponds to paragraphs (4) through (7) of EASA AD 2021-0281. Since AMOC 523-25-00060a addresses Delta's concern, the FAA has determined no change to this AD is necessary in this regard.

### **Conclusion**

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

## **Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed EASA AD 2025-0012, which specifies new and more restrictive airworthiness limitations for airplane structures.

This AD also requires EASA AD 2023-0199, dated November 17, 2023, which the Director of the Federal Register approved for incorporation by reference as of July 19, 2024 (89 FR 50505, June 14, 2024).

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

### **Costs of Compliance**

The FAA estimates that this AD affects 158 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

The FAA estimates the cost per operator for the retained action from AD 2024-08-05 to be \$7,650 (90 work-hours x \$85 per work-hour).

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate.

The FAA estimates the total cost per operator for the new actions to be \$7,650 (90 work-hours x \$85 per work-hour).

### **Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### **Regulatory Findings**

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### **The Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

### **PART 39 - AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

## **§ 39.13 [Amended]**

2. The FAA amends § 39.13 by:

a. Removing Airworthiness Directive (AD) 2024-08-05, Amendment 39-22738 (89 FR 50505, June 14, 2024); and

b. Adding the following new AD:

**2026-03-07 Airbus SAS:** Amendment 39-23256; Docket No. FAA-2025-1112; Project Identifier MCAI-2025-00027-T.

### **(a) Effective Date**

This airworthiness directive (AD) is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

### **(b) Affected ADs**

(1) This AD replaces AD 2024-08-05, Amendment 39-22738 (89 FR 50505, June 14, 2024) (AD 2024-08-05).

(2) This AD affects AD 2022-17-08, Amendment 39-22146 (87 FR 54865, September 8, 2022) (AD 2022-17-08).

### **(c) Applicability**

This AD applies to Airbus SAS Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, -841, and -941 airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 1, 2024.

### **(d) Subject**

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

### **(e) Unsafe Condition**

This AD was prompted by a determination that new and more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address a safety-

significant latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in hazardous or catastrophic failure condition.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Retained Revision of the Existing Maintenance or Inspection Program, With a New Terminating Action**

This paragraph restates the requirements of paragraph (p) of AD 2024-08-05, with a new terminating action. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 2, 2023: Except as specified in paragraph (h) of this AD, comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2023-0199, dated November 17, 2023 (EASA AD 2023-0199).

Accomplishing the revision of the existing maintenance or inspection program required by paragraph (j) of this AD terminates the requirements of this paragraph.

**(h) Retained Exceptions to EASA AD 2023-0199, With No Changes**

This paragraph restates the requirements of paragraph (q) of AD 2024-08-05, with no changes.

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2023-0199.

(2) Paragraph (3) of EASA AD 2023-0199 specifies revising “the AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after July 19, 2024 (the effective date of AD 2024-08-05).

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2023-0199 is at the applicable “associated thresholds” as incorporated by the

requirements of paragraph (3) of EASA AD 2023-0199, or within 90 days after July 19, 2024 (the effective date of AD 2024-08-05), whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2023-0199.

(5) This AD does not adopt the “Remarks” section of EASA AD 2023-0199.

(6) Where the service information referenced in EASA AD 2023-0199 specifies the compliance time for tasks 282400-G0001-1-C and 282400-P0001-1-C as “24 Months from the Effective Date of the EASA Airworthiness Directive that is expected to be issued to mandate this change, without exceeding the current 29,000 FH,” this AD requires using within 24 months after July 19, 2024 (the effective date of AD 2024-08-05), without exceeding the current 29,000 flight hour interval.

**(i) Retained Provisions on Alternative Actions and Intervals, With a New Exception**

This paragraph restates the requirements of paragraph (r) of AD 2024-08-05, with a new exception. Except as required by paragraph (j) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2023-0199.

**(j) New Revision of the Existing Maintenance or Inspection Program**

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025-0012, dated January 13, 2025 (EASA AD 2025-0012). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraphs (g) of this AD.

**(k) Exceptions to EASA AD 2025-0012**

(1) This AD does not adopt paragraphs (1), (2), (4), and (5) of EASA AD 2025-0012.

(2) Where paragraph (3) of EASA AD 2025-0012 specifies revising “the AMP” within 12 months after its effective date, this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025-0012 is at the applicable “associated thresholds” as incorporated by the requirements of paragraph (3) of EASA AD 2025-0012, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the “Remarks” section of EASA AD 2025-0012.

(5) Where the Compliance Time column of the table in the service information referenced in EASA AD 2025-0012 refers to “01 December 2025 (Corresponding to the 24 Months from the Effective Date of the EASA Airworthiness Directive No.: 2023-0199), without exceeding the current 29 000 FH,” this AD requires using within 24 months after July 19, 2024 (the effective date of AD 2024-08-05), without exceeding the current 29,000 flight hour interval.

(6) Where the Compliance Time column of the table in the material referenced in EASA AD 2025-0012 refers to “the Effective Date of the EASA Airworthiness Directive that is expected to be issued to mandate these changes,” this AD requires using the effective date of this AD.

**(l) New Provisions for Alternative Actions and Intervals**

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (e.g., inspections) and intervals are

allowed unless they are approved as specified in the “Ref. Publications” section of EASA AD 2025-0012.

**(m) Terminating Action for AD 2022-17-08**

For Model A330-330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes: Accomplishing the actions required by paragraph (j) of this AD terminates the provisions in paragraphs (4) through (7) of EASA AD 2021-0281, dated December 17, 2021, that are required by paragraph (g) of AD 2022-17-08.

**(n) Additional AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (o) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(o) Additional Information**

For more information about this AD, contact Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 312-203-5670; email: Frank.Carreras@faa.gov.

**(p) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the material (IBR) listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following material was approved for IBR on [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(i) European Union Aviation Safety Agency (EASA) AD 2025-0012, dated January 13, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on July 19, 2024 (89 FR 50505, June 14, 2024).

(i) EASA AD 2023-0199, dated November 17, 2023.

(ii) [Reserved]

(5) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(7) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on February 2, 2026.

Lona C. Saccomando,  
Acting Deputy Director, Integrated Certificate Management Division,  
Aircraft Certification Service.  
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