



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-3873; Project Identifier MCAI-2025-00197-T;

Amendment 39-23413; AD 2026-15-01]

RIN 2120-AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A330-200 and A330-300 series airplanes modified by a certain supplemental type certificate (STC). This AD was prompted by a finding that, for airplanes with a flightcrew oxygen system supplied by a single oxygen cylinder, the oxygen supply would not be sufficient under all circumstances for extended operations (ETOPS) with a maximum diversion time of 180 minutes (ETOPS-180) with four flightcrew members. This AD requires revising the existing Airplane Flight Manual Supplement (AFM-S) to limit ETOPS-180 operations to three flightcrew members, as applicable, and correct minimum oxygen dispatch pressure information. 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 a certain publication listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-3873; 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. You may find this material on the EASA website at 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](https://www.regulations.gov) under Docket No. FAA-2026-3873.

FOR FURTHER INFORMATION CONTACT: Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Westbury, NY 11590; phone: 516-228-7366; email: Joseph.Catanzaro@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus SAS Model A330-200 and A330-300 series airplanes converted from passenger to freighter airplanes in accordance with EASA STC S10063798, which was issued to Elbe Flugzeugwerke GmbH (EFW).

EASA STC S10063798 corresponds to FAA STC ST04038NY for those same modified airplane models operating in the U.S. The NPRM was published in the *Federal Register* on April 29, 2026 (91 FR 23034). The NPRM was prompted by EASA AD 2025-0047, dated February 20, 2025 (EASA AD 2025-0047) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states it was identified that, for airplanes with a flightcrew oxygen system supplied by a single oxygen cylinder, the oxygen supply will not be sufficient under all circumstances for ETOPS-180 operation with four flightcrew members, when considering the modified procedures for airplanes that have EASA STC S10063798 (FAA STC ST04038NY) embodied. It was also identified that the minimum oxygen dispatch pressure information in the Flight Crew Operating Manual Supplement (FCOM-S) was not properly referenced by the AFM-S. This condition, if not corrected, could lead to insufficient oxygen supply in emergency situations during ETOPS-180 operation with four flightcrew members.

In the NPRM, the FAA proposed to require revising the existing AFM-S to limit ETOPS-180 operations to three flightcrew members, as applicable, and correct minimum oxygen dispatch pressure information, as specified in EASA AD 2025-0047. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-3873.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from the Air Line Pilots Association, International, (ALPA) who supported the NPRM without change.

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

EASA AD 2025-0047 specifies procedures for implementing the AFM-S update to limit ETOPS-180 operations to three flightcrew members on airplanes with a flightcrew oxygen system supplied by a single 115 ft³ oxygen cylinder and to update the minimum oxygen dispatch pressure information for all airplanes. 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 11 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

Estimated costs for required actions

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour X \$85 per hour = \$85	\$0	\$85	\$935

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 adding the following new airworthiness directive:

2026-15-01 Airbus SAS: Amendment 39-23413; Docket No. FAA-2026-3873; Project Identifier MCAI-2025-00197-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

None.

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) and (2) of this AD, certificated in any category, modified in accordance with FAA Supplemental Type Certificate (STC) ST04038NY.

(1) Model A330-201, -202, -203, -223, and -243 airplanes.

(2) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Unsafe Condition

This AD was prompted by a finding that, for airplanes with a flightcrew oxygen system supplied by a single oxygen cylinder, the oxygen supply would not be sufficient

under all circumstances for extended operations (ETOPS) with a maximum diversion time of 180 minutes (ETOPS-180) with four flightcrew members. The FAA is issuing this AD to limit ETOPS-180 operations to three flightcrew members on airplanes with a flightcrew oxygen system supplied by a single oxygen cylinder and to address incorrect minimum oxygen dispatch pressure information in the airplane flight manual supplement (AFM-S). The unsafe condition, if not addressed, could result in insufficient oxygen supply in emergency situations during ETOPS-180 operation with four flightcrew members.

(f) Compliance

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

(g) Requirements

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 2025-0047, dated February 20, 2025 (EASA AD 2025-0047).

(h) Exceptions to EASA AD 2025-0047

(1) Where EASA AD 2025-0047 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025-0047 defines the AFM-S update as, “Aeroplane Flight Manual Supplement (AFM-S) Limitations update, as defined in Appendix 1 of this AD; and Elbe Flugzeugwerke GmbH (EFW) A330 P2F Flight Crew Operating Manual Supplement (FCOM-S) ENV - Temporary Revision No. 00-007 (Based on the Apr 01/23)”, this AD requires replacing that text with “Airplane Flight Manual Supplement (AFM-S) Limitations update, as defined in Appendix 1 of this AD”.

(3) Where paragraph (1) of EASA AD 2025-0047 says to “implement the AFM-S update”, this AD requires replacing that text with “revise the “Appendices and

Supplements” section of the existing AFM Supplement to incorporate the applicable limitations in the AFM-S update”.

(4) Where paragraph (1) of EASA AD 2025-0047 specifies to “inform all flight crews, and, thereafter, operate the aeroplane accordingly,” this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 91.505, and 121.137).

(5) This AD does not adopt the “Remarks” section of EASA AD 2025-0047.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation 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 Internal Validation Branch, send it to the attention of the person identified in paragraph (j) 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, International Validation 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.

(j) Additional Information

For more information about this AD, contact Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Westbury, NY 11590; phone: 516-228-7366; email: Joseph.Catanzaro@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material 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.

(i) European Union Aviation Safety Agency (EASA) AD 2025-0047, dated February 20, 2025.

(ii) [Reserved]

(3) 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. You may find this material on the EASA website at ad.easa.europa.eu.

(4) 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.

(5) 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 or email

fr.inspection@nara.gov.

Issued on July 28, 2026.

Steven W. Thompson,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.
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