

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:

2026–15–16 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39–23428; Docket No. FAA–2026–2714; Project Identifier MCAI–2025–00827–T.

(a) Effective Date

This airworthiness directive (AD) is effective September 3, 2026.

(b) Affected ADs

This AD affects AD 2025–25–03, Amendment 39–23211 (90 FR 57680, December 12, 2025) (AD 2025–25–03).

(c) Applicability

This AD applies to all MHI RJ Aviation ULC (Type Certificate previously held by Bombardier, Inc.) airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category.

(1) Model CL–600–2C10 (Regional Jet Series 700, 701 & 702) airplanes.

(2) Model CL–600–2C11 (Regional Jet Series 550) airplanes.

(3) Model CL–600–2D15 (Regional Jet Series 705) airplanes.

(4) Model CL–600–2D24 (Regional Jet Series 900) airplanes.

(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 or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address the potential failure of certain life-limited parts. The unsafe condition, if not addressed, could result in the loss of structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Within 30 days after the effective date of this AD: Comply with all required actions specified in, and in accordance with, Transport Canada AD CF–2025–26, dated May 6, 2025 (Transport Canada AD CF–2025–26), except as specified in paragraph (h) of this AD.

(h) Exception to Transport Canada AD CF–2025–26

(1) Where the “Corrective Actions” section of Transport Canada AD CF–2025–26

specifies to “Within the thresholds and repeat intervals identified within the tasks, or discard time, as applicable, complete the new or more restrictive limitations contained in the ALI sections of the MHIRJ MRM Part 2 publication identified in Table 1 below, as applicable to the aeroplane model and configuration.”, this AD requires replacing that text with “Revise the existing maintenance or inspection program, as applicable, by incorporating the new and revised ALI tasks identified in Table 1 of Transport Canada AD CF–2025–26.”

(2) The initial compliance time for doing the tasks specified in Table 1 of Transport Canada AD CF–2025–26 is at the applicable threshold and discard time as specified in the material referenced in Transport Canada AD CF–2025–26, or within 30 days after the effective date of this AD, whichever occurs later.

(i) Provisions for Alternative Actions and Intervals

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 “Corrective Actions” section of Transport Canada AD CF–2025–26.

(j) Terminating Action for Certain Tasks Required by AD 2025–25–03

Accomplishing the actions required by this AD terminates the corresponding requirements of AD 2025–25–03 for the tasks identified in the material referenced in Transport Canada AD CF–2025–26 only.

(k) 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 International Validation Branch, send it to the attention of the person identified in paragraph (l) 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 Transport Canada; or MHI RJ Aviation ULC’s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(l) Additional Information

For more information about this AD, contact Isabel Saltzman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite

410, Westbury, NY 11590; phone: 516–228–7300; email: 9-avs-nyaco-cos@faa.gov.

(m) 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) Transport Canada AD CF–2025–26, dated May 6, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

(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 24, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–15412 Filed 7–29–26; 8:45 am]

BILLING CODE 4910–13–P

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 September 3, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 3, 2026.

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 × \$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 September 3, 2026.

(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.

[FR Doc. 2026–15455 Filed 7–29–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–1336; Project Identifier MCAI–2025–00254–T; Amendment 39–23426; AD 2026–15–14]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025–06–01, which applied to all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. AD 2025–06–01 required revising the existing airplane flight manual (AFM) to incorporate the procedures for the flightcrew to manually isolate the opposite functional engine in the event of an engine bleed duct large leak condition. Since the FAA issued AD 2025–06–01, an electronic engine control (EEC) software update has been developed to address the unsafe condition. This AD continues to require the actions in AD 2025–06–01 and requires installing a certain EEC software update on both engines. This AD also removes airplanes from the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 3, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 3, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–1336; 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 Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

- 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–2026–1336.

FOR FURTHER INFORMATION CONTACT:

Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907–271–5844; email: erica.e.bayles@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025) (AD 2025–06–01). AD 2025–06–01 applied to all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. AD 2025–06–01 required revising the existing AFM to incorporate the procedures for the flightcrew to manually isolate the opposite functional engine in the event of an engine bleed duct large leak condition. The FAA issued AD 2025–06–01 to address partially impaired software protection logic for potential large leaks from the engine bleed duct inside the engine core compartments, which could result in dual engine failure.

The NPRM was published in the **Federal Register** on February 23, 2026 (91 FR 8390). The NPRM was prompted by Transport Canada AD CF–2025–12, dated March 4, 2025 (Transport Canada AD CF–2025–12) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that Pratt & Whitney developed an EEC software update (version 2.12.1, part number 5324158–15) to address the detection and protection for potential large leaks. Installation of EEC software version

2.12.1 on both engines is a terminating action to the AFM revision specified in the MCAI. The MCAI also removes production airplanes from the applicability that will have an equivalent modification incorporated before delivery.

In the NPRM, the FAA proposed to continue to require the actions in AD 2025–06–01 and require installing a certain EEC software update on both engines, as specified in Transport Canada AD CF–2025–12. 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–2026–1336.

Discussion of Final Airworthiness Directive

Comments

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

The FAA received additional comments from Delta Air Lines (Delta). The following presents the comments received on the NPRM and the FAA’s response to each comment.

Request To Allow Replacement of the EEC

Delta requested that the FAA revise paragraph (h)(4) of the proposed AD to allow either replacement or modification of the EEC to a software version eligible for installation, for added operator flexibility. Delta stated that Transport Canada AD CF–2025–12 mandates installation of EEC software version V2.12.1 either through replacement or modification of the EEC as terminating action of the Transport Canada AD. Delta suggested that the ability to either modify or replace the EEC would allow operators additional flexibility in AD implementation.

Replacement of an EEC is an optional method of compliance. The FAA has revised paragraph (h)(4) of this AD to specify replacement of an EEC with an EEC that has EEC software version 2.12.1 or later approved version as an optional method of compliance for this AD.

Request To Allow Later Software Versions

Delta requested that the FAA revise the proposed AD to allow later EEC software versions. Delta recommended that the FAA add a new paragraph to the proposed AD titled “Definitions” and define “EEC Software Version Eligible for Installation” as “EEC Software Version V2.12.1 or later” to accommodate future EEC software