DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–1331; Project Identifier MCAI–2025–00174–T; Amendment 39–23518; AD 2026–23–01]

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 all Airbus SAS Model A330–841 and A330–941 airplanes. This AD was prompted by a report of cracks on the discharge outlet of certain engine fire extinguisher bottles. This AD requires modification of affected fire extinguisher bottles and prohibits the installation of affected parts. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 28, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 28, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–1331; 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* under Docket No. FAA–2026–1331.

FOR FURTHER INFORMATION CONTACT: Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *anthony.d.decaro@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 all Airbus SAS Model A330–841 and A330–941 airplanes. The NPRM was published in the **Federal Register** on February 20, 2026 (91 FR 8145). The NPRM was prompted by EASA AD 2025–0034, dated February 12, 2025 (EASA AD 2025–0034) (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 that occurrences have been reported of cracks on the discharge outlet of engine fire extinguisher bottle having part number 34500063–11. Subsequent investigations determined that the heat treatment applied in production makes those parts susceptible to stress corrosion cracking. While the investigations determined that the performances of the engine fire extinguishing system are not significantly affected, the rate of findings is such to qualify this condition as potentially unsafe.

The FAA has determined that because the cracking condition could get worse over time, eventually this condition could result in an extinguisher agent leak.

In the NPRM, the FAA proposed to require modification of affected fire extinguisher bottles and prohibit the installation of affected parts, as specified in EASA AD 2025–0034. The FAA is issuing this AD to address stress corrosion cracking. The unsafe condition, if not addressed, could result in a fire extinguishing system not functioning as intended.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–1331.

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.

The FAA received additional comments from Delta Air Lines (Delta) and The Foundation for Aviation Safety. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Allow Use of Alternative Materials

Delta requested that an exception be added to paragraph (h) of the proposed AD to allow use of alternative consumable materials that are not listed in the vendor service information referenced in EASA AD 2025–0034. Delta stated that it would be limited to the list of consumables in the vendor service information with no deviations or substitutions and would need to request an alternative method of compliance (AMOC) to use approved equivalents. Delta added that all but one of the consumables listed in table 5 of the vendor service information either have alternate part numbers or approved equivalents, and that they are not relevant to the safety concern because they are for reidentification of the fire extinguisher bottles.

The FAA disagrees with the request. Of the nine consumable materials listed in table 5 of the vendor service information, four are used for reidentifying the fire extinguisher bottles (acetone, ASTM D329; Loctite activator, PNR 7387; Loctite adhesive, PNR 324; and 3M sealant adhesive, PNR AC–350 B–2). Although reidentification of the modified fire extinguisher bottles does not directly address the unsafe condition, it is critical to properly accomplishing the reidentification process so that AD-compliant fire extinguisher bottles with clear identification will be maintained. Delta did not provide details on the specific consumable materials it proposes to use for the actions required by this AD. The FAA does not consider it appropriate to allow use of unspecified alternative consumable materials. However, under the provisions of paragraph (i)(1) of this AD, the FAA will consider requests to use alternative materials. The FAA has not changed this AD in this regard.

Request To Re-Evaluate the Compliance Time

The Foundation for Aviation Safety requested that the FAA re-evaluate the proposed 30-month compliance time. The commenter stated that an administrative delay of more than 1 year is unacceptable and noted that the repair is estimated to only take 11 hours.

The FAA disagrees. The FAA does not consider it appropriate to delay issue of the AD to re-evaluate the compliance time, since the FAA has determined an unsafe condition exists and must be addressed. A reduced compliance time would also impose an additional burden

on operators, since the proposed compliance times take into account the practical aspect of accomplishing the required modification for the affected fleet based on the number of affected airplanes, parts availability, the practical aspect of accomplishing the required modification within a period of time that corresponds to the normal scheduled maintenance schedule (such as a C-check), and the amount of time necessary to perform required modification. The FAA has determined that the 30-month compliance time represents an appropriate interval of time in which to complete the required actions without compromising safety. If additional reports or data are presented that would justify a shorter compliance time, the FAA may consider further rulemaking. The FAA has not changed this AD in this regard.

Additional Change to This AD

The FAA revised paragraph (h)(2) of this AD to clarify that the reference to ''the SB'' in the Groups definition of EASA AD 2025–0034 should be replaced in two places.

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 2025–0034 specifies procedures for modification of affected fire extinguisher bottles (replacing the discharge outlet of the bottles). EASA AD 2025–0034 also prohibits the installation of engine fire extinguisher bottle having part number 34500063–11.

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 35 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
11 work-hours × $85 per hour = $935	$0 *	$935	$32,725

* The FAA has received no definitive data on which to base the cost estimates for the parts specified in this AD.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators

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:

2026–23–01 Airbus SAS: Amendment 39–23518; Docket No. FAA–2026–1331; Project Identifier MCAI–2025–00174–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 28, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A330–841 and A330–941 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire Protection.

(e) Unsafe Condition

This AD was prompted by a report of cracks on the discharge outlet of certain engine fire extinguisher bottles. The FAA is issuing this AD to address stress corrosion cracking. The unsafe condition, if not addressed, could result in fire extinguishing systems not functioning as intended.

(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 2025–0034, dated February 12, 2025 (EASA AD 2025–0034).

(h) Exceptions to EASA AD 2025–0034

(1) Where EASA AD 2025–0034 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the ''Groups'' definition of EASA AD 2025–0034 refers to ''The SB'' and ''the SB,'' this AD requires replacing that text with ''Airbus Service Bulletin A330–26–3076, dated November 15, 2024,''.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0034.

(i) 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 (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, 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.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *anthony.d.decaro@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 2025–0034, dated February 12, 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 November 6, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–23691 Filed 11–19–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3876; Project Identifier AD–2025–01892–T; Amendment 39–23522; AD 2026–23–05]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 757 airplanes. This AD was prompted by reports of crack damage at existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections. This AD requires doing an inspection for any existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 28, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 28, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–3876; 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, 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 Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com*.
- 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–2026–3876.

FOR FURTHER INFORMATION CONTACT: Wayne Ha, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; 562–627–5238; email: *wayne.ha@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 all The Boeing Company Model 757 airplanes. The NPRM was published in the **Federal Register** on April 30, 2026 (91 FR 23185). The NPRM was prompted by reports of crack damage at existing reinforcing repairs in the fuselage frame lower lobe areas in section 46 between stringers S–20 and S–25 from station (STA) 440 to STA 820 and between stringers S–25 and S–28 from STA 1300 to STA 1661, on the left and right sides of the airplane. In the NPRM, the FAA proposed to require doing an inspection for any existing reinforcing repairs in the fuselage frame lower lobe areas in certain sections and applicable on-condition actions. The FAA is issuing this AD to address existing reinforcing repairs in the fuselage frame lower lobe areas that