



Airworthiness Directive

AD No.: 2026-0169

Issued: 25 August 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name: **Modification(s):**

ELBE FLUGZEUGWERKE GmbH

Airbus A330 Passenger to Freighter Conversion

Effective Date: 08 September 2026

STC Number(s): EASA Supplemental Type Certificate (STC) 10063798

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Centre Fuselage – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330 aeroplanes modified in accordance with EASA STC 10063798, serial numbers 600, 610, 709, 713, 717, 777, 781, 810, 815, 832, 854, 868, 879, 889, 937, 958, 964, 1107, 1124, 1401, 1453 and 1477.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Elbe Flugzeugwerke GmbH (EFW) Service Bulletin (SB) EFW-SB-53-0086 Revision (Rev.) 04.

Reason:

It has been determined that certain brackets, which are installed on the C40 Web Spar to support the Passenger-to-Freighter (P2F) Bypass Ducts, have been installed with non-conforming fasteners. Fatigue analysis identified a risk that the affected fasteners may fail over time.

This condition, if not corrected, could affect the structural integrity of the affected area and, for aircraft equipped with centre tank capability, cause fuel leakage inside the centre fuselage.



To address this potential unsafe condition, EFW issued the SB, providing instructions to replace those fasteners.

For the reason described above, this AD requires modification of the affected aeroplanes.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) Within 5 months after the effective date of this AD, modify the aeroplane by replacing the fasteners in the area as identified in, and in accordance with the instructions of, the SB.

Credit:

- (2) Modification of an aeroplane accomplished before the effective date of this AD in accordance with the instructions of EFW SB EFW-SB-53-0086 original issue, Rev. 01, Rev. 02 or Rev. 03, is acceptable for compliance with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

EFW-SB-53-0086 original issue dated 28 June 2024, Rev. 01 dated 26 August 2024, Rev. 02 dated 05 September 2024, Rev. 03 dated 27 February 2026 and Rev. 04 dated 02 June 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 24 July 2026 as PAD 26-089 for consultation until 21 August 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact EFW Office of Airworthiness, airworthiness@efw.aero.

