



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-070

Issued: 01 June 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

ELBE FLUGZEUGWERKE GmbH

Type/Model designation(s):

Airbus A330 Passenger to Freighter Conversion

Effective Date: [TBD - standard: 14 days after AD issue date]

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

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Fuselage – Inspections

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330 aeroplanes modified in accordance with EASA STC 10063798 up to revision (rev.) 43.

Definitions:

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

The Airbus SB: Airbus Service Bulletin (SB) A330-53-3299.

The inspection SB: EFW SB EFW-SB-53-0217 rev. 02.

The modification SB: EFW SB EFW-SB-53-0215.

Groups:

- Group 1 aeroplanes are those having the Airbus SB embodied, and which are not Group 2 and are not Group 3. The inspection SB provides a list of aeroplanes (Config 001) which, on the issue



date of that SB, have been identified as Group 1 by EFW. For the purpose of this AD, that list is provided for information only.

- Group 2 aeroplanes are those having the Airbus SB embodied, and listed as Config 002 in the inspection SB.
- Group 3 aeroplanes are those having the Airbus SB embodied, and listed as Config 003 in the inspection SB.
- Group 4 aeroplanes are those not having the Airbus SB embodied.

Reason:

Airbus issued the Airbus SB as a terminating action for the repetitive special detailed inspection (SDI) tasks 534017-01-01 and 534017-02-01. These tasks were introduced in the A330 Airworthiness Limitations Section Part 2 (ALI) and made mandatory by EASA AD 2019-0315R1.

The Airbus SB affects the area modified by EASA STC 10063798. The design solution of the STC requires larger fasteners in multiple locations than those required per Airbus SB design. Implementation of the Airbus SB without adaptation to the STC design, in combination with the cancellation of the repetitive SDI tasks 534017-01-01 and 534017-02-01, may lead to undetected crack development.

This condition, if not detected and corrected, could affect the structural integrity of the affected area, possibly resulting in rapid depressurization and consequent injury to occupants.

To address this potential unsafe condition, EFW issued the inspection SB to:

- determine the exact configuration of the affected area by maintenance document review and a one-time physical inspection; and
- provide instructions for repetitive special detailed inspections (SDI) for aeroplanes having the Airbus SB embodied.

In addition, EFW issued the modification SB, which constitutes terminating action for the repetitive inspections as defined in the inspection SB.

For the reason described above, this AD requires one-time and repetitive inspections of certain aeroplanes having the Airbus SB embodied, and introduces a concurrent modification requirement for aeroplanes not having the Airbus SB embodied.

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) For Group 4 aeroplanes: From the effective date of this AD, it is allowed to modify an aeroplane in accordance with the instructions of the Airbus SB provided that, concurrently with that modification, the aeroplane is modified in accordance with the instructions of the modification SB.



One-time inspection:

- (2) For Group 1 and 3 aeroplanes: Before exceeding 2 600 flight cycles (FC) since Airbus SB embodiment, perform the ‘one-time inspection of structure’ in accordance with the instructions of the inspection SB.

Repetitive Inspection:

- (3) For Group 1 aeroplanes: Within 2 600 FC since Airbus SB embodiment and, thereafter, at intervals not exceeding 1 200 FC or 8 000 flight hours (FH), whichever occurs first (for FH optimized), or at intervals not exceeding 1 500 FC or 5 000 FH, whichever occurs first (for FC optimized), perform the “repetitive inspection of structure to ensure continued airworthiness” in accordance with the instructions of the inspection SB.

Corrective Actions(s):

- (4) If, during any inspection as required by paragraph (2) or (3) of this AD, as applicable, any discrepancy is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the inspection SB. Where the inspection SB provides instruction to “stop work and contact EFW”, this AD requires to contact EFW for repair instructions and to accomplish those instructions accordingly.

Terminating Action:

- (5) For Group 1 aeroplanes: Modification of an aeroplane in accordance with the instruction of the modification SB constitutes terminating action for the repetitive inspection of structure as required by paragraph (4) of this AD for that aeroplane.

Credit:

- (6) Inspections and corrective actions, as applicable, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of SB EFW-SB-53-0217 original issue or Rev. 01, are acceptable for compliance with the requirements of paragraph (2), (3) and (4), as applicable, for that aeroplane.

Ref. Publications:

EFW-SB-53-0217 original issue dated 17 February 2026, Rev. 01 dated 06 March 2026 and Rev. 02 dated 18 March 2026.

EFW-SB-53-0215 original issue dated 06 March 2026

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

Remarks:

1. This Proposed AD will be closed for consultation on 29 June 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact EFW Office of Airworthiness, airworthiness@efw.aero.

