

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2025-0276

[Published on 10 December 2025 and officially closed for comments on 07 January 2026]

Commenter 1: Hi Fly – Marta Rodrigues – 29/12/2025

Comment # 1

- A. Could you please confirm whether the referenced AD, specifically paragraph (8), is applicable only to Group 1 aeroplanes? For Group 2 and the remaining aeroplanes (i.e. those not belonging to Group 1 or Group 2), the required inspection interval is less than 12 months. Therefore, the accomplishment of a Detailed Inspection (DI) of the areas and parts identified in the inspection instructions will always be required in accordance with those instructions. In this context, paragraph (8) appears to be redundant for these aeroplanes. Do you agree with this interpretation?
- B. Additionally, could you please clarify the objective and intended applicability of paragraph (10) for Group 1 and Group 2 aeroplanes, particularly in relation to the requirements of paragraph (6)?
- C. Furthermore, could you please confirm whether paragraph (10) is also intended to reference the requirements of paragraph (5), as this reference appears to be missing, and whether this omission was intentional?
- D. Could you please confirm whether, in the event of a Gear Rib 9 fitting replacement, the Operator may take advantage of this action and apply the 18 MO / 800 FC interval (COMPLIANCE TIME) counted from the date of replacement to establish the next required inspection of the affected Gear Rib 9 fitting?

EASA response:

Comment noted.

- A. Paragraph (8) is applicable to all aeroplanes, to ensure that after a storage or parking period (beginning after the effective date of this AD) of at least 12 months, the applicable inspections are done. If those inspections are done (e.g. because of requirements of other paragraphs in this AD or other reasons), this paragraph can be marked as accomplished afterwards.**
- B. The paragraph requires to contact Airbus for approved repair instructions in a certain compliance time (see Table 4). This paragraph is only applicable, in case paragraph (6) did not occur previously (meaning that Airbus was contacted prior to paragraph (10) for approved instructions).**
- C. Paragraph (10) does not need to reference paragraph (5), as paragraph (10) directly addresses the affected area 1 and 2.**



D. Confirmed.

No change has been made to the final AD in response to this comment.

