

COMMENT RESPONSE DOCUMENT

EASA Final AD No.: 2026-0142

Published on 20 July 2026 and officially closed for comments on 17 August 2026

Commenter 1: Brussels Airlines – Antouanetta Iliopoulou – 22/07/2026

Comment # 1

Following release of AD 2026-0142 we have identified the following inconsistency:

As per AOT A57N028-26 par 5.4.A and Appendix 4 - Inspection Flowchart, the identification of the Gear Support Rib 5 PN/SN can be performed before the inspection or terminating inspection (up to the threshold given in par 5.1) and in case of any discrepancy found the operators need to contact Airbus “Before 7 calendar days from inspection date”.

However, as per AD 2026-0142 par. (3) and Note 1, in case of a different PN/SN than the one mentioned in Appendix 1, Airbus needs to be contacted before next flight.

This not only contradicts the AOT instructions but also does not give the operators the opportunity to check the PN/SN in advance and have sufficient time to coordinate with Airbus if required.

Please review and explain if a PN/SN identification can be done in advance (within the compliance time) without the need to ground the A/C if a different PN/SN is found.

EASA response:

Comment noted.

The determination of the part and serial number may be done in advance of the compliance time, if this inspection is not marked as compliance to the AD. If that inspection is marked as compliance to the AD, the corrective action(s), if any, would need to be accomplished as required by this AD.

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

Commenter 2: American Airlines – George Vafeas – 17/08/2026



Comment # 2

American Airlines (AAL) has reviewed EASA AD 2026-0142 and would like to make a comment regarding the Terminating Action Paragraph (4). Paragraph (4) of the AD states to accomplish “the SDI of each lug bore hole of an affected part of an aeroplane, as required by paragraph (2) of this AD, and accomplishment of the corrective action, as required by paragraph (3) of this AD, as applicable.” Prior to accomplishing the SDI required by paragraph 5.4.C of AOT A57N028-26, Repair Instruction (RI) R572-43098 is ambiguous as to whether the bushes need to be removed prior to accomplishing the measurements of the lug thicknesses and the diameters of the lug bores. As written, the RI says if corrosion / damage (including signs of bush rotation or migration) is evident on the faces of the Fwd Lug remove bushes D & E from the Gear Support Rib FWD Lug and on the faces of the AFT lug remove bush F from the Gear Support Rib AFT Lug, subsequently recording dimensions of the bushes and distances of the spotfaces. This is in contradiction to the AOT which states to remove the bushes.

AAL asked Airbus if the bushes should remain in place to measure the bore diameters and conduct the SDI if there is no damage noted. Airbus acknowledged the ambiguity of the Repair Instruction and stated that since the AOT says to remove the bushes, the bushes are to be removed, even if the RI says to only remove the bushes if there was damage found. However, the AOT says to remove the bushes in accordance with the RI, which does not provide instructions if there are no damages noted.

AAL requests EASA adjust the AD to state that the bushes must be removed regardless of if there is corrosion or damage, including signs of bush rotation or migration, is evident on the faces of the forward and aft lugs. AAL believes this provides an equivalent level of safety as Airbus acknowledged that the bushes should be removed regardless of if there are findings. The bushing removals should be accomplished in accordance with the SRM instructions outlined in the RI. AAL believes this will remove any ambiguity as to whether the bushes need to be removed.

EASA response:

Comment noted. The instructions of the AOT request the removal of the bushes regardless the RI instructions that request removal on condition.

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

