

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-006

[Published on 16 January 2026 and officially closed for comments on 13 February 2026]

Commenter 1: Lufthansa Aviation GmbH – Lukas Kühnel – 19/01/2026

Comment # 1

After receiving of the proposed AD No.: 26-006 for Leap 1A engines, following question could not be answered:

In the subpart “Definitions”, this AD intends to clarify which PN of HJ6A and HJ6B harnesses are affected and which not, following is stated:

Affected Engine Wiring Harness: HJ6A Harness having P/N 362-085-905-0 or HJ6B Harness having P/N 362-086-004-0.

Serviceable Engine Wiring Harness: HJ6A Harness having P/N 362-085-906-0 or HJ6B Harness having P/N 362-086-005-0.

All Leap 1A engines within our airline “Lufthansa City Airlines” have Harness HJ6A PN: 362-085-907-0 installed. Unfortunately, with the current AD paragraphs, we cannot identify with 100% certainty, if this PN is affected or not affected. Maybe following sentence would help to clarify for the serviceable parts: “HJ6A Harness having P/N 362-085-906-0 or later approved PN”.

EASA response:

Comment agreed. The final AD has been revised to also allow installation of other Harnesses, eligible for installation, which are not an affected harness, in accordance with applicable CFM instructions.



Commenter 2: Eurowings Technik GmbH – Rolf Bock – 20/01/2026**Comment # 2**

While reviewing PAD 26-006, I am wondering why Group 1 and Group 2 are just differed by “Affected/Serviceable PSS/EEC” and not by “Affected/Serviceable Engine Wiring Harness”.

Does it make sense to add the Engine Wiring Harness(pre/post SB 73-00-0042) to the definition of Group 1 and Group 2?

EASA response:

Comment agreed. The definitions of Group 1 and Group 2 engines have been adjusted accordingly.



Commenter 3: Airbus India Provate Limited – Robin Jain – 20/01/2026**Comment # 3**

We have reviewed EASA PAD 26-006 (dated 16 Jan 2026) and would like to submit the following technical comments for your consideration:

Technical Justification: CFM SB LEAP-1A-73-00-0062-01A-930A-D was issued to address a design issue with the HJ6A harness (PN 362-085-906-0). This SB introduces a new harness (PN 362-085-907-0) which is functionally identical and differs only by being 10 mm shorter. To ensure clarity and facilitate seamless compliance for operators, we propose the following revisions:

- 1. Page No 2 : The Engine Wiring Harness modification SB** Include a reference to SB LEAP-1A-73-00-0062-01A-930A-D.
- 2. Page no 2 : Serviceable Engine Wiring Harness :** Update the definition of "Serviceable Engine Wiring Harness" to include both PN 362-085-906-0 and PN 362-085-907-0 for HJ6A
- 3. Page no 3: Ref Publication:** Add CFM SB LEAP-1A-73-00-0062-01A-930A-D, Issue 2, dated 23 May 2024.

Including these references will remove ambiguity and support more efficient implementation once the Final AD is published

EASA response:

See EASA response to comment #1.



Commenter 4: Jetstar Japan Co., Ltd. – Kaito Shigemura – 21/01/2026**Comment # 4**

I would like to request clarification regarding the interpretation of PAD 26-006, specifically the requirements in Modification (1), (1.2) and Parts Installation (2), (2.2) for EEC-related actions.

Below is the exact text quoted directly from PAD 26-006:

Modification:

(1) For Group 1 engines: During the next engine shop visit, starting after the effective date of this AD, accomplish the modifications as required by paragraphs (1.1), (1.2) and (1.3) of this AD:

(1.2) Replace each affected EEC with a serviceable EEC in accordance with the instructions of the EEC modification SB.

Parts Installation:

(2) Do not install on any engine an affected PSS, an affected EEC or affected Engine Wiring Harness, as required by paragraph (2.1) or (2.2) of this AD as applicable.

(2.2) For Group 2 engines: From the effective date of this AD.

At Jetstar Japan (JJP), all EECs installed on our operating engines have already been upgraded to the Post-CFM SB 73-0050 standard (FCS 8.5).

However, we still hold a spare Pre-CFM SB 73-0050 type (affected) EEC in our stock.

Under our current process, if this spare EEC were to be installed on an aircraft, we would perform the software upgrade to FCS 8.5 immediately after installation in accordance with Airbus SB A320-73-1149 and CFM SB 73-0050.

Accordingly, we seek EASA's clarification on the following points:

[Q1]

For Group 2 engines, does paragraph (2.2) prohibit installing a Pre-CFM SB 73-0050 type (affected) EEC even if it will be upgraded to the serviceable configuration (FCS 8.5) immediately after installation?

[Q2]



If such installation followed by software upgrade is not prohibited, and the EEC becomes serviceable after the upgrade, should this upgrade action be considered equivalent to the AD-mandated “replacement” in paragraph (1.2), and thus require recording AD compliance?

EASA response:

Comment noted. In the situation described, it would be acceptable to temporarily install an EEC equipped with the pre-CFM SB 73-0050 software, provided the SW is updagred to the post-SB 73-0050 standard before release of the engine to service.

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



Commenter 5: EasyJet – Graham Pearce – 22/01/2026**Comment # 5**

We have received PAD 26-006 and have the following comments, which we trust will be useful.

Regarding the following definition in the PAD : “**Serviceable Engine Wiring Harness:** HJ6A Harness having P/N 362-085-906-0 or HJ6B Harness having P/N 362-086-005-0” we fully understand that these part numbers are post CFM SB **LEAP-1A-73-00-0042** which:

- Removes HJ6A harness 362-085-905-0 and installs HJ6A harness 362-085-906-0
- Removes HJ6B harness 362-086-004-0 and installs HJ6B harness 362-086-005-0

However, HJ6A harness 362-085-906-0 post SB 73-00-0042 was found to be susceptible to chafing and therefore CFM issued SB **LEAP-1A-73-00-0062** which replaces HJ6A harness 362-085-906-0 (post SB 73-00-0042 standard) with a new HJ6A harness 362-085-907-0.

The pre SB 73-00-0062 HJ6A harness 362-085-906-0 can **no longer be purchased**

Because HJ6A harness 362-085-906-0 can no longer be purchased we have to do SB 73-00-0062 and install 362-085-907-0 as the HJ6A harness instead. Therefore the definition of a **Serviceable Engine Wiring Harness** has to be:

- for HJ6A : either 362-085-906-0 or 362-085-907-0
- for HJ6B: 362-086-005-0

It also therefore follows that in order comply with the proposed AD (and for the engine PSS heater to operate) we have to either:

- do SB 73-00-0042 in full (if we have stock of post SB 73-00-0042 HJ6A harness, which is no longer available for purchase)

or

- do SB 73-00-0042 for the HJ6B harness and do SB 73-00-0062 for the HJ6A harness

It also follows that the PAD paragraph “Ref publications” needs to take this into account: it cannot only mention SB 73-00-0042 without 73-00-0062, since we can no longer fully comply with 73-00-0042 due to unavailability of the HJ6A harness 362-085-906-0

EASA response:

See EASA response to comment #1.



Commenter 6: HNA Aviation Technic Company Limited – Jinh Zhang – 13/02/2026

Comment # 6

- A. Would you like to revise the “Serviceable Engine Wiring Harness: HJ6A Harness having P/N 362-085-906-0 or HJ6B Harness having P/N 362-086-005-0” to “HJ6A Harness having P/N 362-085-906-0 AND HJ6B Harness having P/N 362-086-005-0 or the HJ6A/HJ6B Harness eligible for installation in accordance with CFM instructions, that is not an affected part”? If no, why?
- B. Would you like to revise the “Group 1 engines are those having an affected PSS installed and/or an affected EEC installed” to “Group 1 engines are those having an affected PSS installed and/or an affected EEC SW installed and/or the affected Engine Wiring Harness installed”? If no, why?
- C. Would you like to revise the “Group 2 engines are those having a serviceable PSS and serviceable EEC SW installed” to “Group 2 engines are those having a serviceable PSS and serviceable EEC SW installed and serviceable Engine Wiring Harness installed”? If no, why?
- D. Would you like to add the “ refers to the engine is inducted into the shop (induction date) on or after the effective date of this AD” into the “engine shop visit” of Definitions? If no, why?

EASA response:

Comment A., see EASA response to comment #1.

Comments B. and C., see EASA response to comment #2.

Comment D. not agreed. The original intent of this comment is already addressed by paragraph (1), which requires accomplishment of the modifications “during the next engine shop visit, starting after the effective date of this AD”.

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

