

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-017

[Published on 29 January 2026 and officially closed for comments on 26 February 2026]

Commenter 1: Northern Helicopter – K. Voelzke – 30/01/2026

Comment # 1

We would like to point out that ASB (EC155-71-33-0001) permits a longer compliance time.

PAD = 7 month or 175 FH (first limit)

ASB = 24 month or 600FH (first limit)

The requirements stated in the ASB give operators far better possibilities to plan / integrate the mandatory modification in their maintenance schedules for the affected aircraft / fleet.

As the works for this modification are quite complex, it would be ideal to be able to add them to the maintenance schedule for any affected aircraft.

We would kindly suggest adapting the compliance times for the (to be issued) AD to the compliance times given in the ASB for the affected aircraft types.

EASA response:

Comment agreed. The compliance time in the Final AD has been extended to 17 months or 425 FH, based on the target date 30 September 2027.

Commenter 2: Italfly – Alessandro Ferro – 30/01/2026

Comment # 2

The TCH SB gives a compliance time of 600 FH or 24 Months after the SB release (dated 01 Oct 2025).

The PAD 26-017 significantly reduced the compliance time (7 Months or 175 FH).

Why this reduction?



EASA response:***See answer to Comment # 1.*****Commenter 3: Air Greenland – Leif W. Baadh – 05/02/2026****Comment # 3**

We would like to raise a concern about the revised compliance deadline.

The ASB specifies a deadline of 2 years / 600 FH, which allows us sufficient time to plan the modification in connection with the next scheduled T inspection.

However, in PAD 26-017 the deadline has been reduced to 7 months or 175 FH.

In Greenland, we operate seven EC155 helicopters spread across the country, and each of our line stations is staffed with only one mechanic responsible for the aircraft on site.

Compliance with ASB EC155 71 33 0001 requires two mechanics for both setup and close up, meaning we would need to dispatch an additional mechanic to each location if the modification must be carried out at the line stations within the shortened timeframe.

Therefore, if possible, we kindly request that the compliance deadline remain aligned with the ASB.

This would allow us to schedule the modification during the next T inspection at our main maintenance base.

EASA response:***See answer to Comment # 1.***