

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-029

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Commenter 1: Hi Fly – Rui Cavaco – 10/03/2026

Comment # 1

- A. AIRBUS SB A330-55-3054 was issued in the framework of ATA chapter 55, but installation figures covered in the Instructions for Continued Airworthiness (notably the IPC) are rooted in ATA 28[-12-07]. For sake of clarity, maybe it would be appropriate to consider a multi-ATA coverage in the Final AD.
- B. We also note that, unlike your Proposed AD, the SB is affected by "P/N blindness" regarding the parts to be removed (P/N NAS1153V9 never mentioned).

EASA response:

- A. Comment not agreed. In general practice, the AD follows the ATA classification associated with the referenced SB. Consequently, no modification of the ATA coverage is intended.**
 - B. Comment noted. As the AD requirements take precedence on the associated referenced technical publication, and there is no misleading nor conflicting information between the current AD and the mandated SB wordings, EASA consider that no change to the final AD is needed. The comment is anyway provided the TCH (Airbus) to be considered at the opportunity of a possible future amendment to the Technical Publications.**
- No changes have been made to the Final AD in response to this comment.**

