

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-033

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Commenter 1: CAMO Netherlands b.v. – Jan Willem Honders– 24/02/2026

Comment # 1

When performing Tecnam SB 969-CS on a Tecnam P2006T, s/n 413, constructed in 2024,

We discovered that the engine mounting bolts were torqued below the specified value, with 2 bolts being only hand-tight or less. These last 2 bolts were damaged due to being loose and had self-locking nuts which had no self-locking action. All nuts were marked in the factory with blue inspection paint.

We replaced the 2 loose bolts and nuts, despite the manufacturers advised us to just tighten until paint stripes realign (in our opinion this was not proper retorquing).

Later the manufacturer sent us new hardware under warranty.

Our suggestion is to add to the new AD a torque check for the engine mount bolts and replacement of faulty hardware, because loose engine mounting bolts can also lead to the engine detaching from the aeroplane structure.

EASA response:

Comment noted. Based on the current analysis, the incident referred to in this comment and the occurrence referred to in PAD 26-033 do not appear to be related. Furthermore, at this time, there is no evidence to indicate that the incident described in this comment is likely to occur or develop in other aircraft. Therefore, no additional requirements are considered necessary for the Final AD.

No changes have been made to the Final AD in response to this comment