

## COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-050

Published on 16 April 2026 and officially closed for comments on 30 April 2026

### Commenter 1: All Nippon Airways – Takaya Kobayashi – 17/04/2026

#### Comment # 1

I am an engineer of All Nippon Airways (ANA) which operates A320/A321 in Japan.

Airbus AOT has been issued up to REV2, and I understand that it is fine to use any of the REV for the work.

The replacement section states the following:

#### Replacement:

*(1) For Group 1 aeroplanes: Before next flight after 29 November 2025 [the effective date of EASA AD 2025-0268-E], replace or modify each affected ELAC with a ELAC B L103+ in accordance with the instructions of the AOT at original issue.*

ANA would like to propose the following change:

of the AOT at original issue → of the AOT at original **or later** issue

#### EASA response:

#### Comment noted.

***The AOT revision quoted is only the minimum required revision. Using following sentence in the Ref. Publications section, enables to use later approved revisions: “The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.”***

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

### Commenter 2: Titan Airways Limited – Richard Clelland – 21/04/2026



**Comment # 2**

AWC had modified all our Airbus fleet to ELAC L104 standard before the EASA AD 2025-0268-E & AOT A27N022-25 was released.

In accordance with the EAD & the AOT we only had our A321 NEOs affected and in Group1, so these aircraft were loaded again with ELAC L103+ standard software to comply with the EASA AD 2025-0268-E & AOT.

The PAD 26-050 indicates that all other aircraft are Group2.

- AWC require clarification that our Aircraft that are in Group2 which are all still loaded with the ELAC L104 Standard software and will not be modified to a Group1 configuration, are not affected by this PAD 26-050 when released as an EASA AD.

**EASA response:****Comment noted.**

***If the aeroplane is determined to be a group 2 aeroplane (could be an aeroplane having ELAC L104 installed, but not in an affected configuration as described in the AOT at Revision 02), the only action as required by this AD is paragraph (3).***

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

