

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-053

Published on 21 April 2026 and officially closed for comments on 19 May 2026

Commenter 1: BRAATHENS – Christer Ahlbin – 24/04/2026

Comment # 1

To clarified paragraph (5) I will suggest amending if it will be enough with checking the records if P/N E0062C1P4AC0A have been installed or not.

EASA response:

We disagree. With regard to paragraph (5), it is important to clarify that the AD does not prescribe how the operator must determine whether FIN 7PA P/N E0062C1P4AC0A is installed. The AD only requires that, if this part is installed, it must be replaced within the specified compliance time. The method used to establish the presence or absence of the affected part remains at the operator's discretion, provided it is based on reliable and approved sources of configuration information. This may include:

*Review of maintenance or configuration records, if these records can be relied upon to accurately reflect the installed equipment; or
Physical inspection of the aircraft to confirm the installed part number.*

Therefore, no amendment to paragraph (5) is necessary, as the AD already allows the operator to use any acceptable and verifiable method to determine whether the affected P/N is installed.

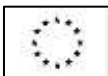
No changes have been made to the Final AD in response to this comment.

Commenter 2: Swiftair – Laura MENDOZA PEREZ – 11/05/2026

Comment # 2

We would like to request clarification regarding the affected parts and replacement procedure outlined in the directive.

- a. In the "Affected Parts" section of the AD, only the following part numbers are listed:
 - P/N E0062C1A4AC0A



- P/N 845UN01A4AC0A

However, in Paragraph (5), the directive mentions the replacement of P/N E0062C1P4AC0A, which is not included in the initial list of affected parts. We seek clarification on why this part number is referenced for replacement, as it does not appear in the "Affected Parts" section.

b. According to the SB ATR72-24-1033, P/N E0062C1P4AC0A appears as a part to be removed, but the replacement part is P/N E0062C1A4AC5A.

Why P/N E0062C1A4AC5A is not listed as a Serviceable part of the PAD26-053?

Considering the two observations mentioned, could you please clarify which PNs are affected and which are considered serviceable?

EASA response:

a. Comment noted. We acknowledge the observation regarding the difference between the part numbers listed in the Affected Parts section and the part number referenced in paragraph (5). The distinction is intentional:

- **The Affected Parts section identifies battery toggle switches FIN 7PA P/N E0062C1A4AC0A and P/N 845UN01A4AC0A, which are subject to the prohibition of (re)installation because they may have been previously installed on another aeroplane.**
- **Paragraph (5) addresses a separate issue: ATR identified that P/N E0062C1P4AC0A was erroneously listed as eligible for installation in the Illustrated Parts Document. As a result, some operators may have installed this part even though it was not intended for use on the affected aircraft. The AD therefore mandates its removal whenever installed.**

For this reason, P/N E0062C1P4AC0A is not listed as an “affected part” in the sense of the definition used for paragraphs (6), but it is nevertheless subject to a specific replacement requirement because its installation was unintended and must be corrected.

This structure ensures that:

- **Affected parts are controlled through installation prohibition, and**
- **Erroneously installed parts (P/N E0062C1P4AC0A) are removed through a dedicated replacement requirement.**

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

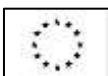
b. Comment noted. Regarding the reference to P/N E0062C1A4AC5A in SB ATR72-24-1033, we would like to clarify the following.

The AD distinguishes between three different categories of parts, each serving a specific regulatory purpose:

Affected parts (P/N E0062C1A4AC0A and P/N 845UN01A4AC0A) are those subject to installation prohibition due to potential exposure to electrical loads being installed on aeroplanes where it was potentially possible.

The part referenced in paragraph (5) (P/N E0062C1P4AC0A) is not an “affected part” but an erroneously listed part that may have been installed due to an Illustrated Parts Document discrepancy. For this reason, the AD mandates its removal whenever installed.

Serviceable parts, as defined in the AD, are limited to new P/N E0062C1A4AC0A or P/N 845UN01A4AC0A, and this definition applies only to the replacement requirement of paragraph (5). P/N E0062C1A4AC5A is the modification part introduced by SB ATR42-24-0063 / ATR72-24-1033. It is not listed as a “serviceable part” because it is associated with the optional modification described in paragraph (8), which constitutes an



acceptable method of compliance with the modification requirement of paragraph (1). It is therefore treated separately from the replacement action of paragraph (5).

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

