

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-063

Published on 11 May 2026 and officially closed for comments on 08 June 2026

Commenter 1: Qatar Airways – Yacoob Jugoo – 19/05/2026

Comment # 1

Ref.1: EASA PAD 26-063

Ref.2: Airbus SB A350-32-P061

Ref.3: Collins VSB 1009A4200-32-029

Ref.4: Collins VSB 1021A4200-32-006

Further to Ref.1, QTR would like to share the following comments:

(1) RACT 2 – Corrective actions

///QUOTE///

If, during any DET as required by paragraph (1) of this AD, any discrepancy, as specified in the VSB, is detected on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the VSB, or contact Airbus for approved repair instructions and accomplish those instructions accordingly

///UNQUOTE///

- a. QTR suggest that axle replacement is also listed as one of the corrective actions. This will avoid administrative and waiting time involved in contacting the OEM/Collins and/or Airbus, thus increasing operator's flexibility.
- b. QTR understand that if temporary fly-on is provided by either Airbus or Collins, this is acceptable as per this AD provision.
- c. QTR suggest to expand the contact information mentioned in RACT 2 to include the OEM / Collins (... contact Airbus or Collins ...) as they are the one to develop the repair / disposition.
- NOTE: QTR request EASA to include enggairbus@qatarairways.com.qa in copy of all future communications.

EASA response:



- a. Comment not agreed. This instruction is not included in the relevant service information, therefore it cannot be included within this AD requirements.*
- b. Comment not agreed. The corrective actions must be accomplished before next flight and no fly-on allowance is deemed acceptable under the provisions of this AD.*
- c. Comment not agreed. Only contact data to the TC holder is included in the AD. All other contact details must be retrieved from the relevant service information documents.*

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

Commenter 2: Cathay Pacific Airways Limited – Milton Tay – 21/05/2026

Comment # 2

Referring to PAD 26-063 Paragraph 1, Table 1 – Inspection Thresholds for aircrafts that are in inspection threshold “C - Within 9 months after the effective date of this AD”.

Due to the short inspection threshold window, CPA would like to request that considerations be made to increase the Inspections Thresholds from 9 months up to 18 months to allow for better scheduling of this maintenance heavy inspection task.

EASA response:

Comment not agreed. The available data does not support an extension of the compliance time. No changes have been made to the Final AD in response to this comment.

Commenter 3: Etihad – Naresh Kumar Solanki – 03/06/2026

Comment # 3

The SB and The VSB referenced under the PAD 26-063 offers a grace period of **12 months**.

Under the Inspection(s): para (1) Table 1, the threshold “C” proposed as Within 9 months after the effective date of this AD.

You are kindly requested to reconsider the proposed grace period to “within 12 months” rather than current “9 months”

EASA response:



Comment not agreed. The grace period “C” in the AD had been determined considering the time elapsed between SB and VSB publication date and foreseen AD effective date. No changes have been made to the Final AD in response to this comment.

