

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-070

Published on 01 June 2026 and officially closed for comments on 29 June 2026

Commenter 1: Cathay Pacific Airways Limited – Matthew Chu – 11/06/2026

Comment # 1

CPA has reviewed PAD No.: 26-070 and has the following comment:

For paragraph (5) Terminating Action, it stated that “For Group 1 aeroplanes: Modification of an aeroplane in accordance with the instruction of the modification SB constitutes terminating action for the repetitive inspection of structure as required by paragraph (4) of this AD for that aeroplane”.

CPA assumes the statement should be “...as required by paragraph (3)...” instead of “...as required by paragraph (4)...” as the Repetitive Inspection is in paragraph (3).

Please review and update paragraph (5) in the AD if EASA agrees with CPA’s comment.

EASA response:

Comment agreed. Final AD has been updated accordingly.

Commenter 2: European Air Transport Leipzig GmbH – Jörg Schreiber – 12/06/2026

Comment # 2

The German operator European Air Transport Leipzig GmbH (BCS) operates 4 A330-343P2F aircraft affected by the PAD 26-070.

BCS would like to comment on the ref /A/ PAD.

Referring to /A/, paragraph (5), Terminating action:

“For Group 1 aeroplanes: Modification of an aeroplane in accordance with the instruction of the modification SB constitutes terminating action for the repetitive inspection of structure as required by paragraph (4) of this AD for that aeroplane.”



However, the above mentioned paragraph (4) leads to the “Corrective actions” in the PAD, instead of the required paragraph (3), Repetitive inspection. BCS would like the EASA to crosscheck the PAD /A/, paragraph (5) Terminating Action, as we consider a misleading reference to “paragraph (4)”, but the correct reference should be “paragraph (3)” as per our understanding.

EASA response:

Comment agreed. Final AD has been updated accordingly.

