European Union Aviation Safety Agency

COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-106

Published on 15 September 2026 and officially closed for comments on 13 October 2026

Commenter 1: Kempen Airport – Nigel Knoops – 13/10/2026

Comment # 1

I have two questions regarding PAD 26-106.

A. If an affected part (barrel) is installed which we had on A/C N940RW and no crack is detected does this terminate the AD action? I couldn't find this in the AD.

B. In Appendix 1, note 3: RH MLG P/N, LH MLG P/N and MLG S/N are provided for information only. Does this mean that if we have LH MLG PN D23767000 installed the AD is not applicable and we don't need to inspect the barrel for its serial number?

EASA response:

A) Comment noted. The unsafe condition addressed by this AD is related to a potential manufacturing defect and therefore a one-time inspection is sufficient, as required by paragraph (1). Note that the definition of affected part in this AD excludes barrels which passed that inspection with no crack detected, and that the Parts Installation paragraph (3) of this AD remains applicable.

B) Comment noted. Note 3 of Appendix 1 is included for identification support. EASA confirms that the actions required by this AD are only applicable to MLG P/N D23767001-2 or P/N D23768001-2 with MLG barrels having a s/n as listed in Appendix 1 of this AD, as specified in the definition of affected part.

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

An agency of the European Union

TE.CAP.00115-007 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.