COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-119

Published on 02 October 2026 and officially closed for comments on 30 October 2026

Commenter 1: Aeropuerto Madrid Barajas – Lucía Camero Espinosa – 05/10/2026

Comment # 1

We would like to request clarification regarding the applicability of the inspection requirements specified in AOM 2026/05 Issue 2, which is referenced in PAD 26-119 as an applicable definition/reference.

According to AOM 2026/05 Issue 2, the inspection interval is defined as follows:

• Group 1 aeroplanes: Within 6 months or 750 FH, whichever occurs first.

• Group 2 aeroplanes: Within 24 months or 4,000 FH, whichever occurs first.

However, when reviewing PAD 26-119, paragraph 1, the inspection required by the PAD appears to be applicable only to Group 1 aeroplanes.

We would appreciate your confirmation of the intended interpretation, particularly regarding whether the Group 2 inspection interval of 24 months or 4 000 FH is required by PAD 26-119, or whether the mandatory inspection introduced by the PAD is limited to Group 1 aeroplanes only.

Thank you in advance for your clarification.

EASA response:

Comment noted. EASA agrees that AOM 2026/05 Issue 2 recommends a visual inspection of the passenger oxygen pressure regulators for both Group 1 and Group 2 aeroplanes. However, the inspection applicable to Group 2 aeroplanes has not been included in PAD 26-119 because the condition addressed by that inspection has not been determined to constitute an unsafe condition within the meaning of point 21.A.3B(b) of Part 21. An airworthiness directive may only mandate actions necessary to address an identified unsafe condition that is likely to exist or develop in other products. Based on the data available during the investigation, the risk associated with the affected Group 2 population was not substantiated to the extent necessary to conclude that the safety level of the aeroplane is compromised or that mandatory corrective action is required to restore an acceptable level of safety. Consequently, EASA limited the scope of the (P)AD to the aeroplanes for which an unsafe condition was confirmed. The visual inspection of Group 2 aeroplanes remains a Design Approval Holder recommendation aimed at verifying configuration conformity and supporting continued airworthiness monitoring.
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.

Commenter 2: Canadian North – Graham Wilson – 06/10/2026

Comment # 2

It is noted that PAD No. 26-119 does not include a requirement to inspect the oxygen pressure regulator for aeroplanes identified as **Group 2**.

However, ATR Airworthiness Operator Message (AOM) 2026/05, Issue 2, states that aeroplanes not classified as **Group 1** are required to undergo an inspection within **24 months or 4 000 flight hours, whichever occurs first**.

In light of this information, could EASA please clarify whether there are any identified safety concerns affecting the Group 2 aeroplanes addressed by the PAD that would warrant inspection of the oxygen pressure regulator?

EASA response:

See reply for Comment #1

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.