


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 15-064</p> <p>[Published on 20 May 2015 and officially closed for comments on 17 June 2015]</p>

Commenter 1: René Schinkel – 21 May 2015

Comment # 1

Maybe it's possible for EASA to increase the compliance time with the proposed AD up to the times given by TM-G08.

EASA response:

EASA disagrees with the comment. Note that the compliance times stated in PAD 15-064 will count from the effective date of resulting AD 2015-0116, i.e. from 07 July 2015. Therefore, the AD actually provides more time to accomplish the required actions than TM-G08 does. No changes have been made to the Final AD in response to this comment.

Commenter 2: Luftamt Hersbruck – Lukas Grams – 31 May 2015

Comment # 2

Please describe, at which position the locking lever is (preferably measured from the wing root rib).

EASA response:

EASA partially agrees with the comment.

*The affected bell-crank is installed in the air brake control circuit approximately **1.4 m outside the wing root rib** of affected GROB sailplanes. This information has been added to the "Reason" paragraph of EASA AD 2015-0116.*

The position is also explained in the working instruction to Fiberglas-Technik TM-G07/SB-G07 (named A/I-G07) original issue dated 24 April 2015, as well as in the working instruction to GROB SB 315-45/2 dated 21 December 1995.