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| <b>EASA</b>   | <b>COMMENT RESPONSE DOCUMENT</b>   |
|  | <p><b>EASA PAD No. 15-116</b></p> <p><b>[Published on 04 September 2015 and officially closed for comments on 02 October 2015]</b></p> |

**Commenter 1: Company name N/A – Ted Klapka – 16/09/2015**

**Comment # 1**

This PAD indicates that additional findings since the 1992 AD indicate a requirement to change the AD.

What are those additional findings?

How many aircraft have suffered an accident?

This PAD is very broad and includes all types of Rallyes (both light and heavy), specifically what models of Rallyes have had accidents and what was their Time In Service?

**EASA response:**

***Comment noted. It is EASA opinion that such detailed information do not need to be included in the AD. Operators are not required, and generally has not the required knowledge, to perform further analysis, and there might be the risk of possible misuse of these data. EASA, based on available information, already identified that the possible unsafe condition may develop on aeroplanes listed in the Applicability section of the AD.***

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