

Proposed Temporary Deviation on Main Deck Cargo Door Latching and Locking Mechanism

Applicable to B757-200 - Combi Conversion STC

Introductory note:

The hereby presented Temporary Deviation has been classified as important and as such shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states:

"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

Statement of issue

ST Aerospace has applied to EASA for a STC to convert a B757-200 passenger aircraft into a cargo passenger combination including a Class C cargo compartment on the main deck with a new Main Deck Cargo Door (MDCD).

As the MDCD is an area of significant change according to the provision of Part 21.101 the MDCD is required to meet the latest amendment level and the established certification basis is CS25.783 amendment 9.

During the EASA investigation, it became apparent that the door is non-compliant to several requirements of CS25.783 relating to the latching and locking mechanism, namely:

- CS25.783(c) & (c)(1)
- CS25.783(d)(3)(i)
- CS25.783(e)(1) & (e)(2)
- CS 25.783(f)

Due to the identified non-compliance to CS25.783 amendment 9, ST Aerospace has requested a temporary deviation to allow the a/c to enter service.

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EASA has agreed to the Temporary Deviation (in line with the FAA Exemption #10418A) with the following conditions:

- The STC is limited to aeroplane serial number 25622.
- The deviation would be granted by EASA until December 23rd, 2013.
- An action plan must be submitted within 90 days to FAA/ EASA for agreement. The action plan must address all areas of non-compliance to CS25.783 amendment 9.
- All Limitations to be documented in the ICA of the STC.

In addition EASA mandates the following additional actions:

- As mitigation to CS25.783(e)(1) & (e)(2) and CS 25.783(f), a trained person must be carried on board to enter the MDCC after the MDCD has been fully closed and

latched to visually determine status of each of the 8 latch cams and 4 locks prior to each flight, adequate access must be provided to enable this task to be accomplished.

- A visual inspection of the locks through the use of a borescope as an additional periodic inspection to check lock integrity is introduced in the MPD
- The MDCD does not comply with CS 25.783(f) Visual Provision Inspection. Therefore no MMEL dispatch related to the MDCD would be allowed.