

Comment				Comment summary	Suggested resolution	From the commenter point of view a modification of the published text is*: -Not requested; -Recommended; -Requested	EASA comment disposition	EASA response
NR	Name of the organisation commenting	Section, table, figure	Page					
1	Lufthansa Technik	General		In general, LHT agrees with the requirements defined if solely intended for CAS mounted on lavatory doors. Nevertheless, due to different wording used (see below), it is not clear to LHT whether only lavatory doors are intended to be addressed or generally any type of movable interior monument as well, e.g. large cabinet doors, door to crew rests. Item 1: “interior monument (e.g. a hinged door)” Item 2: “interior monument (lavatory door)” Item 3: addresses lavatory door Item 4: “ <u>In case</u> the movable part of an interior monument is a lavatory door” Item 5: neutral wording	Clarify movable interior monuments intended to be addressed.	Requested	Partially Accepted	The purpose of this Special Condition is to cover the installation of a cabin attendant seat on any movable part of an interior monument. In the specific case related to the project for which this Special Condition is updated, the movable part is the door of a lavatory. EASA has revised the text in the “ <i>Identification of Issue</i> ” and the “ <i>Special Condition</i> ” for clarification accordingly.
2	Lufthansa Technik	Item 4		CS 25.783(j) moved to CS 25.820 with Amdt 4.	Insert correct reference.	Recommended	Accepted	As stated in the Note 3 of the Special Condition, the requirements/ certification specifications referenced in the Special Condition are applied at the change/ amendment of the original type certification basis of the basic aircraft as defined in the relevant EASA TCDS. EASA acknowledges the comment and has included an additional Note 4 for clarification.
3	Airbus	SC Sect. 1	3	quote “...flight, ground, pressurization (decompression) and emergency landing condition loads in accordance with JAR/CS ³ 25.301, 25.365 , 25.561, 25.562, including...” unquote The decompression loads according to 25.365 have to be considered on aircraft level and should not be part of this particular SC.	Delete amended text “pressurization (decompression)” and “25.365” from the SC to read as follows: “...flight, ground and emergency landing condition loads in accordance with JAR/CS ³ 25.301, 25.561, 25.562, including...”	Requested	Not Accepted	Thank you for your comment. EASA does not agree to the comment. The Cabin Attendant Seat can be mounted on a moveable part of an interior monument which can be subjected to decompression loads. In these cases JAR/CS 25.365 should be addressed. EASA will not change the text.
4	Airbus	SC Sect. 1	3	Last part of last sentence, quote: “...with JAR/CS 25.561 and JAR/CS 25.562 as these parts are considered to be components of the seat system. ” unquote The amended sentence pretends that the attachments to the moveable parts are part of the seat system. This is deemed not correct.	Delete amended text “...as these parts are considered to be components of the seat system.” from the SC to read as follows: “...landing condition loads in accordance with JAR/CS 25.561 and JAR/CS 25.562.”	Requested	Not Accepted	Thank you for your comment. EASA does not agree to the comment <i>The seat system includes the attachment to the movable part, which is similar to the attachment of a floor mounted seat to the seat rail. The attachment of a Cabin Attendant Seat to a monument is generally included in the dynamic seat test being part of the seat system.</i> EASA will not change the text.

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5	Airbus	SC Sect. 2	3	2nd sentence, quote: “If the cabin crew must ensure the closing of the movable part of a cabin interior monument (lavatory door) before using the seat, this must become part of the cabin crew training programme.” unquote The CAS on the moveable part is for use by cabin crew only. The cabin crew training programme should not be the only means to fulfil this SC, as adequate alternatives exist to inform the cabin crew.	Please rephrase the second part of the sentence, i.e.: “...seat, this must become part of the cabin crew training programme <u>or other equivalent means.</u> ”	Requested	Not Accepted	EASA does not agree to the comment. The cabin crew must be properly trained to ensure the closing of the of movable part of the interior monument before using the cabin crew seat. The way the content of this training will be rendered mandatory for the cabin crew may vary depending on the applicable airworthiness requirements. But the principle of training remains. EASA will not change the text.

* Please complete this column using the drop-down list