

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	Boeing			There are no discussions of potential issues that could further affect the performance of the anti-collision and position lights due to the polyurethane tape degradation over time due to solar /UV exposure and extreme heat generated by the high power halogen lamps. It is unknown if these environmental factors have been considered as part of the design but they're not being discussed beyond the outages listed with brand new polyurethane tape. Polyurethane tape could become yellow due to UV/Solar exposure which could affect the FAR/EASA 25.1397 (aviation color requirement) at some point during its life. Also, polyurethane tape adhesive could delaminate/blister due to exposure to extreme heat generated by the halogen lamps used during hot weather condition which could further affect the light intensity...etc.	It is recommended that the potential effect of heat/solar/UV to the polyurethane tape performance should be discussed as part of the ESF to ensure that we look at all factors and not just when the tape is brand new.	Recommended	Noted	<p>Thank you for your comment. EASA acknowledges the comment, but will not change the text.</p> <p>The effect of aging is covered through the instructions for continued airworthiness to inspect and to replace the tape when damage or degradation on the tape exists. Degradation also includes yellowing, blister or delamination.</p> <p>For this reason, FAR/EASA 25.1397 is not part of this Equivalent Safety Finding.</p>

\* Please complete this column using the drop-down list