

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	K5-Aviation GmbH	1 (4)	3	K5 welcomes the opportunity to comment on this SC and fully supports the initiative to extent the flexibility of the compartments in question.		Recommended	Noted	Thank you for your comment.
2	K5-Aviation GmbH	22 (b)	8	The limitation to 50 cubic feet overall storage volume is considered obsolete. As long as all requirements according CS25.787 and CS25 Appendix S are fulfilled and effective firefighting in the compartment has been proved, a limitation of the overall storage volume does not improve the safety situation.	K5 suggests to change 22 (b) as follows: - the overall storage volume over the entire compartment must not exceed 50 cubic feet unless it can be assured for the most critical loading condition that the geometry of the compartment and load distribution facilitate effective fire fighting within arm length.	Requested	Not Accepted	Thank you for your comment. As the main purpose of the compartment is to be used as Crew Rest Area it is understood that increasing the amount of possible stowage volume might increase the possibility that passengers / other crew may need to access the luggage and this might create the risk of disturbing the rest period of the crew. Adding further stowage capabilities increases the risk for, and the amount of a fire being originated within the Crew Rest Compartment endangering potentially sleeping crew members who may not be able to react adequately within due time to this threat.
3	TCCA – OSES	14	6	There is no reference in regards to smoke entering in other occupied areas and triggering the smoke detectors.	Paragraph shall include a criteria that the small quantities of smokes that may penetrate in other occupied compartments shall not trigger the smoke detector in another compartment. Prior to accessing the CRC, small quantities of smoke that enters the passenger or flightcrew compartment is dissipated rapidly.	Requested	Noted	Thanks you for your comment. It is reminded that the actual SC is an update/amendment of the previous SC ref. D-04 Issue 4, which already includes this aspect in SC14 for the Crew Rest Compartment.
4	TCCA – OSES		3	Only an editorial comment on this SC, on page 3, second line, when EASA discuss the SC 20, it should be SC 21.	As stated.	Requested	Accepted	Thank you for your comment. EASA has corrected the text accordingly.
5	TCCA – OSES	all	1-9	Title used and additional SC using CS standard, while contents using JAR	To be consistence using CS	Requested	Partially Accepted	Thank you for your comment. It is reminded that the actual SC is an update/amendment of the previous SC ref. D-04 Issue 4. The publication of this previous SC has been initiated based on its use in a certification project with an EASA certification basis at JAR 25 level. Therefore, the reference to JAR has been kept but a footnote has been introduced to explain that for all JAR paragraphs referred to in this amended Special Condition the corresponding JAR or CS 25 paragraph should be selected in accordance with the EASA certification basis applicable to the individual certification project.

* Please complete this column using the drop-down list