

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	Airbus	Prop. ESF, Para 2, 2 <sup>nd</sup> section	3	<p>Prop. ESF, quote: [...] the aeroplane and maintains the safe altitude of <b>22,000 ft</b> in accordance with the AFM [...] UNQUOTE</p> <p>Airbus Comment According to AMC CS 25.851(b) the cabin altitude to suppress a fire is mentioned to be between 20,000 and 25,000 feet.</p>	<p>Airbus request: Please change the wording to read as follows: [...] the aeroplane and maintains a safe altitude <i>of at least 20,000 ft</i> in accordance with the AFM [...]</p>	Requested	Not Accepted	<p>Thank you for your comment. EASA does not agree to the request.</p> <p>This project is a validation of an FAA STC. The altitude of 22,000 ft comes from the AFM Supplement that is aligned with the FAA AFM. As this altitude is within the safe altitude range, there is technically no reason to change it. EASA will not change the text.</p>
2	AIRBUS	Prop. ESF Para 3 c)	3	<p>Prop. ESF, quote: “[...] flight testing occurs below 12,500 feet.” UNQUOTE</p> <p>Airbus Comment: The limit for the flight test’s flight level is not understood.</p>	<p>Airbus request: Please may EASA explain the origin of that specific value of 12,500 feet?</p>	Recommended	Noted	<p>The value of 12,500 ft corresponds to the altitude at which the smoke coming from the Class E cargo compartment triggered the fire alarm in the lower Class C cargo compartment.</p>

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