Comment				Comment summary	Suggested resolution	Comment is an observation or is a suggestion *	Comment is substantive or is an objection**	EASA comment disposition	EASA response
NR	Author	Section, table, figure	Page						
1	*The Boeing Company*	Numbered list of limitations / requirements	3	The Boeing Company proposes a new item be added to the list of limitations/requirements, since the glass pane will be monolithic and will not be fail-safe, every effort needs to be made to ensure that the finished pane does not contain defects that could result in spontaneous fracture (i.e., Ni-S stones) or otherwise reduce the intended strength capability of the pane (zirconia inclusions, internal bubbles/seeds, etc.) – also see next comment about proof-pressure testing of finished pane.	Add new item to list of limitations/requirements: 9) If traditional thermally tempered or chemically strengthened glass will be used for the monolithic pane, inspection requirements shall include explicit inspection requirements for Nickel-Sulfide (Ni-S) stones, Zirconia inclusions, and other internal defects that can result in spontaneous fracture or otherwise reduce the intended strength capability of the pane	Yes	Yes	Agreed	A new item will be added to the list of mitigating factors/features, as follows: "Appropriate manufacturing process specifications, including the necessary inspection requirements, shall be established to address any manufacturing defects that can result in spontaneous fracture or otherwise reduce the intended strength capability of the glass panes"
2	*The Boeing Company*	Numbered list of limitations / requirements	3	The Boeing Company proposes a new item be added to the list of limitations/requirements, since the glass pane will be monolithic and will not be fail-safe, every effort needs to be made to ensure that the finished pane has the intended strength capability.	Add new item to list of limitations/requirements: 10) Each finished glass pane shall be proof-pressure tested to aircraft ultimate pressure load established under JARs 25.303 and 25.365.	Yes	Yes	Partially agreed	A new item will will be added to the list of mitigating factors/features, as follows: "Each finished glass pane shall be proof-pressure tested to the limit pressure load"
3	*The Boeing Company*	Numbered list of limitations / requirements	3	The Boeing Company proposes a new item be added to the list of limitations/requirements, since the glass pane will be monolithic and will not be fail-safe, every effort needs to be made to ensure that the window pane is not damaged in a manner that could reduce its strength capability.	Add new item to list of limitations/requirements: 11) The window pane and its associated installation shall be subject to direct visual inspection (DVI) prior to each pressurized flight to check for defects that could result in loss of the pane during flight (i.e., chips, cracks, etc.).	Yes	Yes	Partially agreed	Item 6) of the list of mitigating factors/features will be amended as follows (changes indicated *in italics*): "6) The risk of failure of the glass windows shall be minimised by careful consideration of the installation details, *appropriate inspection and maintenance instructions*, further supported by an appropriate static strength and fatigue & damage tolerance substantiation of the affected aircraft structure performed by the TC Holder, as well as by compliance with the considerations contained in AMC 25.775(d) of CS-25 amendment 1, or a later amendment, for the "window intact" condition"

* Please complete this column using the word "yes" or "no"; "yes" should be used when the commenter aims to provide an observation or a suggestion for improvement (with no clear objection);
** Please complete this column using the word "yes" or "no"; "yes" should be used when the commenter disagrees with the proposed text and wishes to propose a change;