

FINAL COMMENT LOG

Originating Office: AFS-110		Document Title/Description: MMEL A-320 Rev 32, Airbus SAS, A318, A319, A320, and A321 Series, All Models			POC and Phone Number: Mark Farrell, (207) 819-5293		Suspense Date: 09/29/2025
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response	
John J McDermott AFS-220-3 Concur with comment	4/9/25	23-4 Pdf 72	23-13-01-4a RMP2 Keys	Policy Letter: PL31 #7 recommends: When a relief item is deleted or moved, the item name and sequence number will be retained in the MMEL, with an appropriate notation in the REMARKS or EXCEPTIONS column. Include the revision number of the deleted or moved relief item. For example, 1) Relief is deleted entirely: "Deleted, Revision X."	Recommend removal of remarks and proviso and revise to simply "Deleted, Revision X".	Agree. Item remains in MMEL. Only dispatch case was removed. Will remove DELETED reference.	
John J McDermott AFS-220-3 Concur with comment	4/9/25	23-5 Pdf 73	23-13-01-4b RMP2 Reception Knob	Policy Letter: PL31 #7 recommends: When a relief item is deleted or moved, the item name and sequence number will be retained in the MMEL, with an appropriate notation in the REMARKS or EXCEPTIONS column. Include the revision number of the deleted or moved relief item. For example, 1) Relief is deleted entirely: "Deleted, Revision X."	Recommend removal of remarks and proviso and revise to simply "Deleted, Revision X".	Agree. Item remains in MMEL. Only dispatch case was removed. Will remove DELETED reference.	
John J McDermott AFS-220-3 Concur with comment	4/9/25	23-6 Pdf 74	23-13-01-6a RMP3 Keys	Policy Letter: PL31 #7 recommends: When a relief item is deleted or moved, the item name and sequence number will be retained in the MMEL, with an appropriate notation in the REMARKS or EXCEPTIONS column. Include the revision number of the deleted or moved relief item. For example, 1) Relief is deleted entirely: "Deleted, Revision X."	Recommend removal of remarks and proviso and revise to simply "Deleted, Revision X".	Agree. Item remains in MMEL. Only dispatch case was removed. Will remove DELETED reference.	

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John J McDermott AFS-220-3 Concur with comment	4/10/25	28-28 Pdf 236	28-28-11-4 ACT XFR Selector	Policy Letter: PL31 # 14 recommends: When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.	Remove (O) procedure or add remark or proviso.	Disagree. Remarks align with EASA MMEL. OEM (O) procedure is available to operators. Commenter concurs.
John J McDermott AFS-220-3 Concur with comment	4/10/25	31-8 Pdf 290	31-56-01-04 STS PB	Policy Letter: PL31 # 14 recommends: When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.	Remove (O) procedure or add remark or proviso.	Disagree. Remarks align with EASA MMEL. OEM (O) procedure is available to operators. Commenter concurs.
John J McDermott AFS-220-3 Concur with comment	4/10/25	33-5 Pdf 325	33-20-02-1 All Cargo, Authorized Persons/Cou rier Area Lighted Information Sings	Per N8900.669 (expired) "supernumeraries" are now "authorized persons". FYI updated Notice is in publication.	Revise to "authorized persons".	Agree. Change made.
John J McDermott AFS-220-3 Concur with comment	4/10/25	34-15 Pdf 346	34-37-01 FMS Landing System	Policy Letter: PL31 # 14 recommends: When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.	Remove (O) procedure or add remark or proviso.	Disagree. Remarks align with EASA MMEL. OEM (O) procedure is available to operators. Commenter concurs.
John J McDermott AFS-220-3 Concur with comment	4/10/25	34-16 Pdf 347	34-40-10 ROW/ROP pb-sw OFF light	Policy Letter: PL31 # 14 recommends: When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.	Remove (O) procedure or add remark or proviso.	Disagree. Remarks align with EASA MMEL. OEM (O) procedure is available to operators. Commenter concurs.
John J McDermott AFS-220-3 Concur with comment	4/10/25	34-16 Pdf 347	34-40-11-01 OFF Position	Policy Letter: PL31 # 14 recommends: When there is an "(M)" or "(O)" in the REMARKS or EXCEPTIONS column, remarks or proviso(s) are required for clarification.	Remove (O) procedure or add remark or proviso.	Disagree. Remarks align with EASA MMEL. OEM (O) procedure is available to operators. Commenter concurs.

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Randy Gornowicz AFS-330	4/2/25	I	TOC & Control Page-ATA 33	Pages 33-1 thru 11 show a Rev No. of 31 dated 08/13/2024. The actual pages show revision 30 with a date of 03/03/2023.	Correct TOC and Control Page to Rev 30 dated 03/03/2023.	AFB-120 corrected rev and date in chapter 33. No change needed in TOC.
Randy Gornowicz AFS-330	4/2/25	II	Log of Revisions	Log of revisions does not show all revised pages per 8900.1 Vol 19, Chap 5, Sec 5, 19-5-5-9 F- Log of Revisions. Note: Some MMEL's that follow this guidance are B757, B777, MD11 and B737 Max. Others follow the format in this MMEL.	Add pages to "Log of Revisions" per 8900.1 guidance to ensure consistency across all MMEL's.	Disagree. Guidance provided is impractical and unnecessary in a digital document format. Adding affected pages is redundant information and often irrelevant due to resultant formatting from the addition, deletion, and editing of items.
Randy Gornowicz AFS-330	4/2/25	VII	PL-40 ETOPS & Polar Operations	23-28-01 is listed as an affected item but there is no reference to ETOPS in that MEL item. 49-10-02 is listed as an affected item but there is no reference to ETOPS in that MEL item.	Either add ETOPS references to identified MEL items with applicable restrictions or remove affected item sequence numbers.	Partially agree but find no changes necessary. 23-28-01 – A28NM TCDS ETOPS limitation is up to 180 min. SATCOM is an ETOPS req. <i>beyond</i> 180 min. An operator's ETOPS manual will define the equipment and procedures needed to meet their particular authorization requirements. SATCOM could be req. by that manual. There is no risk created in leaving the reference in place. 49-10-02 – Second dispatch case considers APU inoperative which points to 49-10-01 which has an ETOPS restriction. It's a second-hand reference but there isn't any harm in it.
Randy Gornowicz AFS-330	4/2/25	XII	Preamble	Reference PL-34 dated 4/23/2024 and 8900.1 Vol 4, Chap 4, Section 3, par 4-676 A and 4-684 E. 91K also applies in addition to 121, 125, 129 and 135.	Add 91K to the preamble for PL-34 applicability.	Agree. Change made.
Randy Gornowicz AFS-330	4/2/25	23-6	23-14-01	Audio Management Unit (AMU) Side (With Mod 162344/ MP P20240 for <u>3</u> Digital RMP).	Remove the number "3" as in 23-13-01.	Corrected by AFB-120.
Randy Gornowicz AFS-330	4/2/25	25-1	25-00-00	"DISPLAYED" spelled wrong.	Correct spelling to "DISPLAYED".	Corrected by AFB-120.

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Randy Gornowicz AFS-330	4/2/25	28-6	28-20-01	Restored missing sequence number is missing the change bar (Ref Highlights of Revision page V).	Add change bar.	Corrected by AFB-120.
Randy Gornowicz AFS-330	4/2/25	31-1 thru 12	All Chap 31 pages	Pages show revision 32 with a date of XX/XX/XXXX however page I, Table of Contents & Control Page, show Rev 31 dated 08/13/2024. Note: page 31-10 had a minor editorial change in the remarks section and was not identified on page V, Highlights of Change.	Either correct the Table of Contents & Control page to rev 32 or revert pages 31-1 thru 12 back to rev 31.	Agree. Changes made to ToC. Editorial changes are explained in the General section of the HoC.
Randy Gornowicz AFS-330	4/2/25	35-6	35-32-01	This item indicates a change bar, but I was unable to identify any change to text.	Remove change bar if no editorial changes were made.	Corrected by AFB-120.
Randy Gornowicz AFS-330	4/2/25	35-1 thru 35-6	All Chap 35 pages	Pages show revision 32 with a date of XX/XX/XXXX but no changes were identified in this chapter Note: no changes were identified on the Highlights of Change but the Table of Contents & Control Page show revision 32.	Correct revision dates of pages back to rev 30 dated 03/03/2023 and correct Table of Contents & Control Page to rev 30.	Corrected by AFB-120. Added correction to Highlights of Change.
Robert Laurion AFS-330	4/2/25	22-6	22-73-01 and 22-73-02	Explanation of Change for both items indicate removed with reference to item moved in revision 30. Revision 32 does not show change bars for page 22-6 indicating a change to the page removing the 2 items previously listed in revision 31.	Recommend including a change bar on the page between item 22-72-01 4) and 22-75-01 to indicate the removal change made between these two items.	Corrected by AFB-120.
Robert Laurion AFS-330	4/2/25	25-23	25-60-12	Explanation of Change indicates 25-60-12 was removed, however, page 25-22 does not show a change bar indicating a change to the page in removing 25-60-12.	Recommend including a change bar on the page between item 25-60-11 and 25-60-13 to indicate the removal change made between these two items.	Corrected by AFB-120.
Robert Laurion AFS-330	4/2/25	32-1	32-31-00	Explanation of Change indicates 32-31-00 was removed, however, page 32-1 does not show a change bar indicating a change to the page in removing 32-31-00.	Recommend including a change bar on the page between item 32-12-01 1) and 32-31-01 to indicate the removal change made between these two items.	Corrected by AFB-120.
AFS-800				No comments.		
Public Comment.						

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Greg Brixey Delta Greg.Brixey@delt a.com	3/31/25	UKN	UKN	It was discussed at the FOEB meeting that Airbus will start delivering A321 Aircraft with a Secondary Cockpit Door Barrier installed. We need relief for the barrier like we currently have in the A330 MMEL.	Add relief similar to the A330 MMEL into the A320 MMEL.	<p>To date, AED has not received the required request and substantiation for IPSB relief for the A320. Also, the IPSB has not yet been certified and is not in its final configuration at this time.</p> <p>The A330 Secondary Barrier (52-50-04) is installed via STC with relief included in the MMEL beginning in 2012 (R14). PL-138 is in work as a GC and is proposed to allow for relief for an IPSB.</p>

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Gary Jackman Alaska Airlines & Hawaiian Airlines Gary.Jackman@AlaskaAir.Com	4/04/25	Add to CH 52		<p>Installed Physical Secondary Barrier (IPSB) MMEL relief needs to be added to support required installations for new aircraft starting in August 25, 2025. Reference § 14 CFR 121.313 paragraph (I).</p> <p>As stated in Final Rule “Installation and Operation of Flightdeck Installed Physical Secondary Barrier on Transport Category Airplanes in Part 121 Service” paragraph IV, I <i>Master Minimum Equipment List</i>. This final rule states the FAA does not consider an IPSB” to be essential for safe operations under all operating conditions” and “the IPSB may be included in an operators MEL.”</p> <p>MMEL relief must be added into the A320 Family MMEL for an operator to develop approved MEL relief.</p> <p>Airlines for America (A4A) submitted MMEL PL-138 to the FAA in November 2024 with a requested approval by March 2025. This PL has not yet been approved. Without knowing if the Global Change (GC) aspect of proposed MMEL PL-138 will be approved, and not knowing when the FAA will approve PL-138, MMEL relief needs to be incorporated into the FAA A320 Family MMEL so operators might have a chance of having MEL relief by August 25, 2025.</p>	<p>Recommend using existing FAA approved language from FAA 737-MAX MMEL Rev. 6 and will be used in FAA 787 MMEL Rev. 19 (approved during 787 FOEB meeting on 04/04/2025). Please note, this is the same language proposed to the FAA in November 2024 as FAA MMEL IPSB PL-138..</p> <p>Four MMELs are needed as follows:</p> <p>52-XX-XX Installed Physical Secondary Barrier (IPSB)</p> <p>52-xx-xxA CAT C – INS 1 – REQ 0 (O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and b) Alternate procedures are established and used.</p> <p>52-xx-xxB CAT C – INS 1 – REQ 0 (M)(O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and b) Alternate procedures are established and used.</p> <p>52-xx-xxC CAT D – INS 1 – REQ 0 (O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and b) Procedures do not require its use.</p> <p>52-xx-xxD CAT D – INS 1 – REQ 0 (M)(O) May be inoperative provided: a) Barrier is secured in the fully stowed position, and Procedures do not require its use.</p>	To date, AED has not received the required request and substantiation for IPSB relief for the A320. Also, the IPSB has not yet been certified and is not in its final configuration at this time.

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Gary Jackman Alaska Airlines & Hawaiian Airlines Gary.Jackman@AlaskaAir.Com	4/04/25	28-48	28-40-06-3)-f)	Rev. 31 Item 28-40-06-3)-f) "Fuel Quantity Indications (All Tanks)" was deleted in Rev. 32. The following sub-letter items were shifted after this deletion. This MMEL item had not been previously marked as "Deleted in Rev. 31."	Recommend reinserting this item, state "Deleted, Revision 32" in the R&E area. In Revision 33 remove the item and shift the alpha-sequencing.	Agree. "Fuel Quantity Wing Tank" was the item deleted. It will be restored and noted as DELETED as recommended.
Gary Jackman Alaska Airlines & Hawaiian Airlines Gary.Jackman@AlaskaAir.Com	4/04/25	28-48	28-40-06-3)-h)	Rev. 31 Item 28-40-06-3)-h) "Fuel Quantity Center Tank" was deleted in Rev. 32. The following sub-letter items were shifted after this deletion. This MMEL item had not been previously marked as "Deleted in Rev. 31."	Recommend reinserting this item, state "Deleted, Revision 32" in the R&E area. In Revision 33 remove the item and shift the alpha-sequencing.	Agree. "Fuel Quantity Center Tank" was the item deleted. It will be restored and noted as DELETED as recommended.
Gary Jackman Alaska Airlines & Hawaiian Airlines Gary.Jackman@AlaskaAir.Com	4/04/25	35-5	35-31-01	This comment is being made because one downloaded copy of of MMEL 35-31-01 had the change bar discussed below, and one downloaded copy did not have this change bar. 35-31-01 proviso a) needs to have a change bar added to show spelling of "certified" was corrected in Rev.32.	Ensure change bar is added to MMEL 35-31-01 in the final publication of Rev. 32.	Corrected by AFB-120.
Gary Jackman Alaska Airlines & Hawaiian Airlines Gary.Jackman@AlaskaAir.Com	4/04/25	46-2	46-20-01-4)	This comment is being made because one downloaded copy of of MMEL 46-20-01-4) had the change bar discussed below, and one downloaded copy did not have this change bar "(Class 2)" has been deleted from the title on MMEL 46-20-01-4). There is no change bar to indicate this deletion.	Ensure change bar is added to MMEL 46-20-01-4) in the final publication of Rev. 32.	Corrected by AFB-120.
Ed Baldwn American Airlines	4/15/25	23-3 23-4 23-5 23-6	23-13-01 1) 23-13-01 2) 23-13-01 3) 23-13-01 4) 23-13-01 5)	RMP MMELs Need to consider other Airbus mods. Both 162344 (2 RMPs)and 162367 (3 RMPs) are applicable to this MEL.	Add other Mod status' Rewrite MMEL so it is in compliance w/121.345.	Agree. 23-13-01 applicability edited to capture all installation configurations. Compliance with 121.345 (and similarly 121.349) is maintained with allowed relief.

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Ed Baldwn American Airlines	4/15/25	23-6	23-14-01	Audio Management Unit (AMU) Mod is not applicable.	Mod status is not applicable with installed/required.	Disagree. While there is a single AMU installed, the item and relief are for the AMU Sides (2x). 1 of 2 Sides may be inoperative.
Ed Baldwn American Airlines	4/15/25	52-7	52-50-05	Secondary Barrier Door needed.	Secondary Barrier Door needed.	To date, AED has not received the required request and substantiation for IPSB relief for the A320. Also, the IPSB has not yet been certified and is not in its final configuration at this time.
Ed Baldwn American Airlines	4/15/25	52-7	52-50-04	Airbus MMEL 52-51-08A is missing.	FAA MMEL is missing relief for the Cockpit door latch mechanism.	Agree. There does not seem to be an FAA MMEL equivalent to EASA MMEL 52-51-08A. However, that is not a discrepancy with this revision. AED will work with Airbus for inclusion of this item in a future revision. No change made.
Ed Baldwn American Airlines	4/15/25	52-6	52-50-02 7)	Remove reference to "bolt".	The bolt is the door latch mechanism on the cockpit door.	Partially agree. Airbus uses the term "bolt" in multiple contexts. In 52-50-02, it is one component within the strike mechanism (Door Release Strikes) and is the same as EASA MMEL 52-51-06 item name. According to Airbus AMM 52-51-00-00, the door mechanism contains a "tenon". For a future revision, will work with Airbus to clarify nomenclature.
Pete Moll United pete.moll@united.com	4/22/25	23-15	23-51-06 2)	Within the item, add a space after the (2 Digital RMP), or	Within the item, recommend to add a space after the (2 Digital RMP), or	Corrected by AFB-120.
Pete Moll United pete.moll@united.com	4/22/25	27-1	27-00-00 1) a)	Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Recommendation: Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Agree. Changes made.

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Pete Moll United pete.moll@united.com	4/22/25	27-1	27-00-00 1) b)	Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the section where it begins with: (M) "It is checked before each flight," This would be consistent with other class II maintenance message sections within this MMEL.	Recommendation: Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the section where it begins with: (M) "It is checked before each flight," This would be consistent with other class II maintenance message sections within this MMEL.	Disagree. Unlike many of the other messages, this item has a proviso that must be observed: "may be displayed provided..." For clarity, this sentence should remain. After communication with commenter, it will be edited to replace "checked" with "verified".
Pete Moll United pete.moll@united.com	4/22/25	27-1	27-00-00 2)	Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Recommendation: Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	27-1	27-00-00 2)	Within the Item section, and the Remarks or Exceptions section, the acronym SFCS has been changed to SFCC, this does not match the actual message nomenclature, which is SFCC. Recommend changing this back to SFCC to match the actual message for this item.	Within the Item section, and the Remarks or Exceptions section, the acronym SFCS has been changed to SFCC, this does not match the actual message nomenclature, which is SFCC. Recommend changing this back to SFCC to match the actual message for this item.	Agree. Recommendation clarified with commenter and change made. "SFCS" remains in the item name.
Pete Moll United pete.moll@united.com	4/22/25	27-2	27-00-00 3)	Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Recommendation: Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Agree. Change made.
Pete Moll United pete.moll@united.com	4/22/25	27-2	27-00-00 4)	Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Recommendation: Within the Remarks or Exceptions section, the lead-in sentence doesn't need to be here, only the Note. This would be consistent with other class II maintenance message sections within this MMEL.	Agree. Change made.
Pete Moll United pete.moll@united.com	4/22/25	27-36	27-94-02 1) a) (second proviso set)	Second proviso step is listed as a), should be b)	Second proviso step is listed as a), should be b).	Corrected by AFB-120.
Pete Moll United pete.moll@united.com	4/22/25	28-2	28-12-01 2) b)	Second proviso set is shown as a) , should be shown as b)	Second proviso set is shown as a) , should be shown as b).	Corrected by AFB-120.

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Pete Moll United pete.moll@united.com	4/22/25	31-3	31-00-00 8)	Recommend Remarks or Exceptions be changed to: May be displayed on ECAM STATUS page provided: a) FDR Recording Parameters Required by 14 CFR is considered inoperative. b) Repairs are made within 20 consecutive calendar-days. (Following Notes would stay the same).	Recommend Remarks or Exceptions be changed to: May be displayed on ECAM STATUS page provided: a) FDR Recording Parameters Required by 14 CFR is considered inoperative. b) Repairs are made within 20 consecutive calendar-days. (Following Notes would stay the same).	Agree. Change made.
Pete Moll United pete.moll@united.com	4/22/25	31-12	31-63-02 3) a) and b)	Could confirmation of the (O) placement be verified, for example, should the (O) actually be on the a) item, and not on the b) item?	Could confirmation of the (O) placement be verified, for example, should the (O) actually be on the a) item, and not on the b) item?	Agree. Confirmed applicability with Airbus and modified Item to include updated DMC 3 Standard.
Pete Moll United pete.moll@united.com	4/22/25	32-1 and 32-2	32-31-01 1)	Add a comma after first bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Add a comma after first bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	32-3	32-31-01 2)	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Agree. Changes made.

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Pete Moll United pete.moll@united.com	4/22/25	32-4	32-31-01 3)	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and Runway Turn-Off Light Systems.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	32-5 and 32-6	32-31-01 4)	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	32-6 and 32-7	32-31-01 5)	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Agree. Changes made.

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Pete Moll United pete.moll@united.com	4/22/25	32-7 and 32-8	32-31-01 6)	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Add a comma after first bullet. Should fifth bullet state: ENG 2 Minimum Idle on ground, Add a comma after twelfth bullet. Should there be two additional bullets at the end, (to match the Airbus MMEL)?, example: <ul style="list-style-type: none"> • Thrust Reverser Systems on ENG 2, • Taxi and Takeoff Light Systems, and • Runway Turn-Off Light Systems. (Then the and would get deleted after Engine Bump.).	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	33-1 through 33-11	All MMEL chapter 33 page headers	There was one item, 33-20-02 that was revised within MMEL Rev.31, however at that time, the chapter 33 pages headers were not updated to show Rev.31. All chapter 33 header pages should be changed to show Rev.31. Note that the Table of Contents and Control Page already does show Rev.31, however, the chapter 33 pages headers do not show this.	Recommend that all chapter 33 header pages be changed to show Rev.31. Note that the Table of Contents and Control Page already does show Rev.31, however, the chapter 33 pages headers do not show this. Therefore this would be corrected for consistency.	Corrected by AFB-120.
Pete Moll United pete.moll@united.com	4/22/25	34-29	34-58-01 1) b) (second proviso set)	First proviso step is shown as A , should be a)	First proviso step is shown as A , should be a).	Corrected by AFB-120.
Pete Moll United pete.moll@united.com	4/22/25	46-1	46-20-01 Item header	This currently states in the Item header as: Electronic Flight Bag Systems (EFBs). To match PL-121, this should be stated as: Electronic Flight Bag (EFB) Systems	This currently states in the Item header as: Electronic Flight Bag Systems (EFBs). Recommend changing this to match PL-121, this should be stated as: Electronic Flight Bag (EFB) Systems.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	46-2	46-20-01 Item header	This currently states in the Item header as: Electronic Flight Bag Systems (EFBs). To match PL-121, this should be stated as: Electronic Flight Bag (EFB) Systems	This currently states in the Item header as: Electronic Flight Bag Systems (EFBs). Recommend changing this to match PL-121, this should be stated as: Electronic Flight Bag (EFB) Systems.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	46-2	46-20-01 4)	Proviso b) should be vertically aligned with proviso a)	Recommendation: Proviso b) should be vertically aligned with proviso a).	Corrected by AFB-120.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
Pete Moll United pete.moll@united.com	4/22/25	46-3	46-21-05	Recommend adding the Note below this proviso, (the same as the items that had this Note added above this item, example: NOTE: Any ATC Datalink function or mode that operates normally may be used.	Recommend adding the Note below this proviso, (the same as the items that had this Note added above this item, example: NOTE: Any ATC Datalink function or mode that operates normally may be used.	Agree. Changes made.
Pete Moll United pete.moll@united.com	4/22/25	52-7	Example: 52-51-00, (or other chapter 52 item/section where this would nicely fit)	Recommend adding the proposed MMEL relief for the Installed Physical Secondary Barrier, (such as the same relief that is in the draft MMEL PL-138, and also that is in the 737MAX MMEL, and soon to be in the 787 MMEL). This is very important and would be of high benefit to operators that are taking new deliveries with this IPSB installed near, or after August of 2025.	Recommend adding the proposed MMEL relief for the Installed Physical Secondary Barrier, (such as the same relief that is in the draft MMEL PL-138, and also that is in the 737MAX MMEL, and soon to be in the 787 MMEL). This is very important and would be of high benefit to operators that are taking new deliveries with this IPSB installed near, or after August of 2025.	To date, AED has not received the required request and substantiation for IPSB relief for the A320. Also, the IPSB has not yet been certified and is not in its final configuration at this time.
Pete Moll United pete.moll@united.com	4/22/25	73-11	73-30-07 4) (second proviso set)	Second proviso set sub-items are shown as: b), b), c) should be a), b), c)	Recommend changing: Second proviso set sub-items are shown as: b), b), c) should be a), b), c).	Corrected by AFB-120.