

FINAL COMMENT LOG

Originating Office: AFS-110		Document Title/Description: MMEL B-737 MAX Rev 7, Boeing 737 MAX, B-737-7/-8/-8200/-9/-10			POC and Phone Number: Scott E. Nielson, Scott.E.Nielson@faa.gov		Suspense Date: 11/10/2026
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response	
AFS-200				No comments.			
AFS-300				No comments.			
AFS-400				No comments.			
AFS-800				No comments.			
Public Comment							
Pete Moll United pete.moll@united.com	7/15/26	All pages with an MMEL Item	First MMEL column that states "Interval"	This column title does not match the guidance and language from within 8900.1 section 4, MMEL PL-25, and AC 120-125 pertaining to "Repair Category".	Recommend changing this MMEL column title, and throughout all instances of this column header from: "Interval", to: "Repair Category".	The MMEL Definitions sub-section of the MMEL Section 2 Introduction contains a list of exceptions relative to FAA MMEL PL-25 definitions. This list of exceptions includes "Repair Category" and notes that it is listed in the MMEL Table for each MMEL item under the table heading "Interval".	
Pete Moll United pete.moll@united.com	7/15/26	2.23-42-05.1	23-42-05B	Recommend adding a triple asterisk below the 23-42-05, (and just above the 23-42-05B, (to then show like the above item 23-42-05A).	Recommend adding a triple asterisk below the 23-42-05, (and just above the 23-42-05B, (to then show like the above item 23-42-05A).	Per the recommendation, MMEL item 23-42-05 will be modified to include a triple asterisk ("****") above 23-42-05B.	
Pete Moll United pete.moll@united.com	7/15/26	2.27-61-02.1	27-61-02	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Per the recommendation, the revision highlight for this item will be modified to the following: "Removed item due to the required performance adjustments not being practical for revenue flights."	

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Pete Moll United pete.moll@united.com	7/15/26	2.28-21-01.1	28-21-01	Recommend changing this Note be the same as the more recent 737NG/CL Note that was recently added in that MMEL for this item. Example, changing this to: Note: MMEL Item 28-21-01 system relief is not intended to be used to defer subsystem components for which an MMEL Item 28-21-01 subitem exists.	Recommend changing this Note be the same as the more recent 737NG/CL Note that was recently added in that MMEL for this item. Example, changing this to: Note: MMEL Item 28-21-01 system relief is not intended to be used to defer subsystem components for which an MMEL Item 28-21-01 subitem exists.	Per the recommendation, the 737 MAX MMEL item 28-21-01 note will be modified to precisely align the wording with the corresponding note in similar 737CL/NG MMEL item 28-10.
Pete Moll United pete.moll@united.com	7/15/26	2.30-21-01.1	30-21-01	This item just went to 30-21-01 now, (since the item for -01B for valve inop open had been deleted). Question: Would we want to leave this format as it was? And then when the new cowl mods are in place, the -01A and 01B could just be used again, (and to make things easier here in the MMEL/DDG, and then also makes things easier for operators MELs in the future)?	This item just went to 30-21-01 now, (since the item for -01B for valve inop open had been deleted). Question: Would we want to leave this format as it was? And then when the new cowl mods are in place, the -01A and 01B could just be used again, (and to make things easier here in the MMEL/DDG, and then also makes things easier for operators MELs in the future)?	Per the recommendation, the previously deleted dispatch option 30-21-01B will be retained as a placeholder for the planned re-introduction of associated dispatch relief in a subsequent MMEL revision.
Pete Moll United pete.moll@united.com	7/15/26	2.30-21-03.1	30-21-03	This item just went to 30-21-03 now, (since the item for -03B had been deleted). Question: Would we want to leave this format as it was? And then when the new cowl mods are in place, the -03A and -03B could just be used again, (and to make things easier here in the MMEL/DDG and then also makes things easier for operators MELs in the future)?	This item just went to 30-21-03 now, (since the item for -03B had been deleted). Question: Would we want to leave this format as it was? And then when the new cowl mods are in place, the -03A and -03B could just be used again, (and to make things easier here in the MMEL/DDG and then also makes things easier for operators MELs in the future)?	Per the recommendation, the previously deleted dispatch option 30-21-03B will be retained as a placeholder for the planned re-introduction of associated dispatch relief in a subsequent MMEL revision.
Pete Moll United pete.moll@united.com	7/15/26	2.31-62-01.2	31-62-01-01-04	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Per the recommendation, the revision highlight for this item will be modified to the following: "Removed sub-item because display units touch screen functionality is still in development and is not currently available."
Pete Moll United pete.moll@united.com	7/15/26	2.33-51-02.1	33-51-02A	Recommend adding a change bar here for the -02A item, (since this got split into 2 now), used to be just an -02 item only.	Recommend adding a change bar here for the -02A item, (since this got split into 2 now), used to be just an -02 item only.	Per the recommendation, a change bar will be added to dispatch option 33-51-02A.

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Pete Moll United pete.moll@united.com	7/15/26	2.34-33-01.1	34-33-01	It appears that possibly these new provisos have been added due to the 5G considerations. Could this be defined better in the Revision Highlights summary for this item for the reason for these additional provisos?	It appears that possibly these new provisos have been added due to the 5G considerations. Could this be defined better in the Revision Highlights summary for this item for the reason for these additional provisos?	Per the recommendation, the revision highlight for this item will be modified to the following: "Added MMEL provisos to ensure maximum braking capability is retained and to reference performance adjustments added to increase required takeoff and landing field lengths."
Pete Moll United pete.moll@united.com	7/15/26	2.34-36-01.1	34-36-01	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Current revision highlight already provides critical details regarding this change, stating: "Removed item 34-36-01 due to availability of dispatch relief in STC Relief Approval Letter ST02522SE_20211005."
Pete Moll United pete.moll@united.com	7/15/26	2.36-21-02.1	36-21-02	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Recommend adding more details of why this is being deleted in the Revision Highlights section.	Per the recommendation, the revision highlight for this item will be modified to the following: "Removed item due to conflict with BLEED light Quick Reference Handbook (QRH) Non-Normal Checklist (NNC)."
Pete Moll United pete.moll@united.com	7/15/26	2.49-52-01.1	49-52-01A	Recommend proviso step b) be changed to more standard MMEL language for this type of deactivation, such as: b) APU bleed air valve is deactivated. (and then the DDG (M) procedure covers this).	Recommend proviso step b) be changed to more standard MMEL language for this type of deactivation, such as: b) APU bleed air valve is deactivated. (and then the DDG (M) procedure covers this).	Per the recommendation, the dispatch option 49-52-01A provisos will be modified to the following: "May be inoperative provided: a. APU bleed air valve is deactivated CLOSED. b. At least one of the bleed system PRSOVs operates normally."
Pete Moll United pete.moll@united.com	7/15/26	2.49-52-01.1	49-52-01B	Recommend proviso step a) be changed to more standard MMEL language for this type of deactivation, such as: b) APU bleed air valve is deactivated. (and then the DDG (M) procedure covers this).	Recommend proviso step a) be changed to more standard MMEL language for this type of deactivation, such as: b) APU bleed air valve is deactivated. (and then the DDG (M) procedure covers this).	Per the recommendation, dispatch option 49-52-01A proviso (a) will be modified to the following: "APU bleed air valve is deactivated."

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Pete Moll United pete.moll@united.com	7/15/26	2.52-51-06.1	52-51-06	Would there be an opportunity to make this MMEL title the same/similar as the 737NG MMEL 52-22-00 item?, Example for this title: Flight Deck Door Hold Open Device (Door Stop, Foot Plunger, etc.) Then also, would there be an opportunity to have the proviso state this?: May be inoperative or removed. (Then also, if needed or required, an (M) procedure may be needed?).	Would there be an opportunity to make this MMEL title the same/similar as the 737NG MMEL 52-22-00 item?, Example for this title: Flight Deck Door Hold Open Device (Door Stop, Foot Plunger, etc.) Then also, would there be an opportunity to have the proviso state this?: May be inoperative or removed. (Then also, if needed or required, an (M) procedure may be needed?).	The title for this 737 MAX MMEL item is simplified relative to the associated 737CL/NG MMEL item title because the 737 MAX has one common door stop design whereas the 737CL/NG MMEL covers older designs that included different and sometimes multiple door hold open devices. Therefore, the item 52-51-06 title will remain as originally proposed. Per the second part of the recommendation, the item 52-51-06 proviso will be modified to the following: "May be inoperative or removed".
Pete Moll United pete.moll@united.com	7/23/26	2.73-30-01.1	73-30-01	Recent 737CL/NG MMEL Revision 63 included a change to the Fuel Control ENG VALVE CLOSED Indicating System relief (item 73-10) to use the more specific term "HPSOV" in the proviso instead of the generic term "valve". Could the corresponding 737 MAX MMEL item 73-30-01 proviso be similarly changed to use the term "HPSOV" instead of "valve"?	Recent 737CL/NG MMEL Revision 63 included a change to the Fuel Control ENG VALVE CLOSED Indicating System relief (item 73-10) to use the more specific term "HPSOV" in the proviso instead of the generic term "valve". Could the corresponding 737 MAX MMEL item 73-30-01 proviso be similarly changed to use the term "HPSOV" instead of "valve"?	Per the recommendation, the item 73-30-01 proviso will be modified to the following: "May be inoperative provided associated HPSOV is verified to operate normally."