

FINAL COMMENT LOG

Originating Office: AFS-120		Document Title/Description: MMEL BD-700-2A12 Rev 3, Bombardier BD-700-2A12 (Global 7500/8000)			POC and Phone Number: Derek Amos, Derek.Amos @faa.gov		Suspense Date: 09/05/2026
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response	
John J McDermott AFS-220-3 Concur with Comment	4/13/26	Cover	Cover	Policy: Per 8900.1 Vol 19, Ch 5, Sect 5 19-5-5-9 B9 require a statement identifying it as a two section MMEL	Add "two section" statement	Agreed, add "Two-Section MMEL" under line of BD-700-2A12 (Global 7500/8000). 6/2/2026 D. Amos concur	
John J McDermott AFS-220-3 Concur with Comment	4/14/26	24-3 PDF 68	21-03 VFG Oil Level Indication	Format: Repair Category missing	Revise with repair category	Agreed. Repair interval "A" is added. Note: it is odd, the latest submitted version dated Mar-17-2026 was with "A". 6/2/2026 D. Amos concur	
John J McDermott AFS-220-3 Concur with Comment	4/15/26	73-1 PDF 201	73-31-02 Fuel Filter Differential Pressure	Policy: Per PL 25 the definition of Repair category C is "This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery." The remarks/exceptions column on this item lists a fuel filter replacement at 19 hours and that a repair be completed in 180 flight hours. Per PL 25 the Repair Category A definition is "This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours)..."	Consider repair category revision from "C" to "A"	Agreed, repair interval revised to "A". Note: it looks odd, the latest submitted version dated Mar-17-2026 was "A". 6/2/2026 D. Amos concur	

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John J McDermott AFS-220-3 Concur with Comment	4/16/26	46-1 PDF 184	46-10-01-3 Power Connection (Portable)	Policy: Per PL 121 Portable EFB Equipment does not qualify for MMEL relief	Remove item	Recommend keeping it in MMEL, it is approved by STC ST04283NY. Revise "Power Connection (Portable)" to "Power Connection" 6/2/2026 – Relief should be IAW STC MMEL Relief letter, not MMEL. BA Response: This STC is owned by Bombardier (OEM owned STC) and is installed under BA Production Certificate, BA recommends keeping this item in MMEL. 6/4/2026 D. Amos concur
John J McDermott AFS-220-3 Concur with Comment	4/16/26	46-1 PDF 184	46-10-01-4 Mounting Device (Portable)	Policy: Per PL 121 Portable EFB Equipment does not qualify for MMEL relief	Remove item	Recommend keeping it in MMEL, it is approved by STC ST04285NY. Revise "Mounting Device (Portable)" to "Mounting Device" 6/2/2026 – Relief should be IAW STC MMEL Relief letter, not MMEL. BA Response: This STC is owned by Bombardier (OEM owned STC) and is installed under BA Production Certificate, BA recommends keeping this item in MMEL. 6/4/2026 D. Amos concur
AFS-300				No comments.		
Douglas DiFrancesco AFS 410D	4/13/26	23-2	23 12-00	23 12-00 Is SATVOICE installed IAW AC 20-150B? If so, this verbiage is acceptable.	As worded it is fine as long as SATVOICE installed IAW AC 20-150B.	Yes, It is installed IAW AC 20-150B. 6/2/2026 D. Amos concur

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AFS-800				No comments.		
Public Comment						
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26			General comment: In many cases where there are more than one item, 21-01 2) for example, the remarks start out with, "Both may...", in other cases, 21-51-04 7), there are two installed, but remarks just state, "May be inoperative." In those cases it would make for a more consistent document if all remarks where there are multiple items installed, would start with, "Both, One, or Any in excess of..." would be helpful.	Update associated remarks according to the number that are allowed to be operative.	This item is already covered by the number required for dispatch, which will control the dispatch configuration. However, BA will consider this comment in a future update of this document. 6/2/2026 D. Amos concur
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-1	23-12-00 1) and 2)	Remarks are not according to the latest revision of Policy Letter 106.	Update MMEL to reflect the applicable portions of PL 106 R6.	Agreed. 6/2/2026 D. Amos concur
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-5	23-31-02	Since PA is not required for this size aircraft, neither 91 nor 135, the B relief can be removed.	Remove the "B" relief on page 23-5.	Agreed. 6/2/2026 D. Amos concur
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-6	23-31-02	Since PA is not required for this size aircraft, neither 91 nor 135, proviso a) can be removed.	Remove proviso a). Just state: (O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	Agreed. 6/2/2026 D. Amos concur
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-6	23-40-00 1)	Since crewmember interphone is not required for this size aircraft, neither 91 nor 135, proviso a) can be removed.	Remove proviso a). Just state: (O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	Agreed. 6/2/2026 D. Amos concur

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David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-6	23-40-00 2)	Two questions, why category “B”, this is more restrictive than the entire item. Second question, are there any 7500 or 8000 aircraft with more than one cabin handset for the crew? If not, this item can be removed.	Edit as noted.	The repair interval is per PL-009. It depends on each airplane's configuration, some may be with one, some may be with more than one. Recommend keeping it as it is. 6/2/2026 D. Amos concur
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-9	23-51-06	The “D” item seems to be out of place, this would indicate relief for Headset/Interphone, when there is relief for these in sub item 2).	Remove the top item information: D/-/- Any in excess of those required by 14 CFR may be inoperative.	Agreed if acceptable to FAA. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	23-9 23-10	23-51-07 23-51-08	Since the relief is the same for either a certificate holder or a non-certificate holder, suggest just one item, no need to state certificate or non-certificate holder.	One item titled, “Flight Deck Hand Microphone System”.	Agreed if acceptable to FAA to delete 23-51-08. Keep 23-51-07 and title revised to “Flight Deck Hand Microphone System” 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	24-3	24-21-03	Missing Repair Category	Insert Repair Category.	Agreed, insert “A” for repair interval. Note: it looks odd, the latest submitted version dated Mar-17-2026 had A. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	24-6	24-61-01 1) thru 5)	Since relief was deleted, the C/1/0 is not applicable.	Remove the C/1/0 from subitems 1) thru 5).	Agreed, deleted. Note: it looks odd, the latest submitted version dated Mar-17-2026 already removed “C 1 0”. 6/2/2026 D. Amos concur/agree

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David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	25-8	25-22-02 5)	It is somewhat confusing as to what the relief is for in this item. Suspect this is referring to the Airbag Seatbelts. PL 79 is somewhat confusing as well as it uses the term, "Seat Belt/Air Bags". The seat belts are covered with the main Passenger Seat item, see note 1.	Add (Airbags) to title for clarification.	Agreed, add "/Air Bags" after "Seat Belt". 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	25-15	25-60-02	Since only one FAK is required for this size aircraft (19 seats or less), the "A" relief is not applicable.	Remove the "A" relief, and move the "D" relief to align with the item name.	Agreed if acceptable to FAA. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	25-16	25-60-04	Since AEDs are not required for this size aircraft (19 seats or less), the "A" relief is not applicable.	Remove the "A" relief, and move the "D" relief to align with the item name.	Agreed if acceptable to FAA. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	25-17	25-60-05	Since EMKs are not required for this size aircraft (19 seats or less), the "A" relief is not applicable.	Remove the "A" relief, and move the "D" relief to align with the item name.	Agreed if acceptable to FAA. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	33-1	33-10-00	NOTE 2 is not applicable to this aircraft, not certified for NVGs.	Remove NOTE 2, renumber present NOTE 1 to just NOTE.	NOTE 2 is per FAA PL-77 Rev 4, it is fine to remove NOTE 2 if acceptable to FAA. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	33-2	33-41-01	Throughout the MMEL, in some cases the restriction states: "operations are not conducted at night", other times the restriction states: "between sunrise and sunset".	Standardize the restriction, to show, "night" to align with PL25.	The wording "night" was revised to "between sunrise and sunset" per FAA recommendation in previous discussions. 6/3/3036 – D. Amos – "between sunrise and sunset" is more consistent with 91.209 accepted definition for light usage.

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David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	ATA 33		Is there a reason there is no relief for, "Floor Proximity Escape Path Lighting" as found in the BD-700-1A10/1A11 MMEL?	Add relief if applicable.	BA is ok to add MMEL the same as BD-700-1A10/1A11 item 33-50-02 if acceptable to FAA: Floor Proximity Escape Path Lighting 1 1 Must be operative. 1) Non- Photoluminescent Systems C - - Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	34-4	34-35-00 1)	The "D" relief has an (O) where the remarks state, "May be inoperative provided procedures do not require its use." Normally where the remarks state procedure do not require its use and (O) is not added.	Remove the (O).	(O) is necessary, because there is an (O) procedure for this item in the DDG as follows: On the TAWS Panel, push RUNWAY PBA switch to OFF. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	34-7	34-42-00	TAWS currently shows, "Class A", per PL 54 this should state, "Class A Required".	Update item to reflect PL 54, Class A required and a second item Class B required.	Revise "Class A" to "Class A Required". Global 7500/8000 is turbine aircraft > 5,700 kg MTOM (Maximum Takeoff Mass) and > 9 passengers, which is applicable to Class A. Class B is not applicable for Global 7500/8000. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	34-16	34-54-02 2)	UAT relief is not applicable to this size aircraft.	Remove the "UAT" relief.	This is per FAA PL-105. We do not have a ADS-B Out UAT, and we agree to remove 34-54-02 2) ADS-B Out UAT relief. 6/2/2026 D. Amos concur/agree

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David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	2-30	24-0015	Remarks state, "May be displayed provided APU is considered inoperative." However, if you go to the APU item, 49-10-01, there is an (M) that is required, due to this, this item would not be appropriate for CAS relief.	Remove from CAS section or re-word so crew can accomplish any needed procedures. Maybe: May be displayed provided APU Generator is considered inoperative"	Agreed, revised proviso to: May be displayed provided APU is not used. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	2-36	24-0315	Remarks state, "May be displayed provided APU and APU Generator System are considered inoperative." However, if you go to the APU item, 49-10-01, there is an (M) that is required, due to this, this item would not be appropriate for CAS relief.	Remove from CAS section or re-word so crew can accomplish any needed procedures. Maybe: May be displayed provided APU Generator is considered inoperative"	Agreed, revised proviso to: May be displayed provided APU is not used. 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	2-69	30-0125 30-0126 30-0127 30-0128 30-0130	Proviso a) in each case states, "Wing Ice Protection System is considered inoperative". Question is, why add this requirement since the other provisos already take into account all the restrictions of the Wing Ice Protection System. The "Considered inoperative" drives the operator back to section 1, in this case this does not seem necessary.	Remove, "Wing Ice Protection System is considered inoperative, and" from remarks if not needed.	Agreed. The proviso already covers limitations of 30-11-00 Wing Ice Protection System (WIPS). Remove "Wing Ice Protection System is considered inoperative, and". 6/2/2026 D. Amos concur/agree
David W. Burk Aerodox, Inc. dburk@aerodox.com	4/21/26	2-104	36-0155	Same comment as found on page 2-69.	Same recommendation.	Agreed. The proviso already covers limitations of 30-11-00 Wing Ice Protection System (WIPS). Remove "Wing Ice Protection System is considered inoperative, and". 6/2/2026 D. Amos concur/agree

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R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	21-2	21-31-00-1	The intent of the NOTE, as it relates to multifunction spoilers, is unclear.	Clarify the NOTE to explain its intent and applicability to all multifunction spoilers.	The NOTE was added per FOEB recommendation. The NOTE is to clarify that this dispatch proviso is applicable for all Multifunction Spoilers (MFS) operative condition. The NOTE can be removed if acceptable to FAA. 6/3/3036 – D. Amos – what do the MFS have to do with pressurization. BA response: MFS operative is to ensure sufficient operation time for emergency descent to a safe altitude in case of any subsequent failure in pressurization system. Airplane with MFS operative will descend faster compared with MFS inoperative. NOTE can be removed if acceptable to FAA. 6/4/2026 D. Amos concur/yes remove note
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	21-4 2-20	21-31-03-1 21-1170	Section Two relief for OUTFLOW VALVE 1 FAIL (Advisory) was deleted, and a note referencing this message was added to Section One. Both Section One and Section Two relief required: a) Forward outflow valve is verified OPEN. However, Section One includes an (M) procedure, with the DDG requiring deactivation to accomplish this verification, whereas the previous Section Two relief included an (O) procedure, with the DDG indicating verification via the BLEED Synoptic page. If verification via the BLEED Synoptic page is acceptable, the (M) procedure should not be required.	Delete (M) and revise DDG.	Agreed. (O) procedure for verification of FWD outflow valve in OPEN position via the BLEED Synoptic page is acceptable. (M) procedure can be removed. 6/2/2026 D. Amos concur/agree

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R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	21-5 2-21	21-31-03-2 21-1180	Section Two relief for OUTFLOW VALVE 2 FAIL (Advisory) was deleted, and a note referencing this message was added to Section One. Both Section One and Section Two relief required: a) Aft outflow valve is verified OPEN. However, Section One includes an (M) procedure, with the DDG requiring deactivation to accomplish this verification, whereas the previous Section Two relief included an (O) procedure, with the DDG indicating verification via the BLEED Synoptic page. If verification via the BLEED Synoptic page is acceptable, the (M) procedure should not be required.	Delete (M) symbol and revise DDG.	Agreed. (O) procedure for verification of AFT outflow valve in OPEN position via the BLEED Synoptic page is acceptable. (M) procedure can be removed. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	22-4 2-24 2-24	22-30-00 22-0020 22-0025	Section Two relief for 22 AUTO FLIGHT - AT 1 INOP (Info) and 22 AUTO FLIGHT - AT 2 INOP (Info) was deleted; however, these messages were not referenced in the associated Item NOTES in Section One.	First proviso, add NOTE 2: One of the following associated messages may be displayed: 22 AUTO FLIGHT - AT 1 INOP (Info), 22 AUTO FLIGHT - AT 2 INOP (Info). Second proviso, amend NOTE to read: The following associated messages may be displayed: AT 1 FAIL (Advisory), AT 2 FAIL (Advisory), 22 AUTO FLIGHT - AT 1 INOP (Info), 22 AUTO FLIGHT - AT 2 INOP (Info).	"22 AUTO FLIGHT - AT 1 INOP (Info)" has been revised to "AT 1 FAIL (Advisory)" "22 AUTO FLIGHT - AT 2 INOP (Info)" has been revised to "AT 2 FAIL (Advisory)". Recommend keeping 22-30-00 as it is. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	23-1 23-2	23-12-00-1(7500) & 23-12-00-2 (8000)	HF relief does not include C/-/1 Non ETOPS option from PL 106 rev 6 for both 7500 and 8000.	Add C/2/1 for 7500 and C/-/1 for 8000 Non ETOPS options: May be inoperative while conducting operations that require two LRCS provided: a) <u>SATVOICE</u> or <u>CPDLC</u> system operates normally, b) <u>SATVOICE</u> or <u>CPDLC</u> services are available as a LRCS over the intended route of flight and to all required alternates, c) Enroute procedures do not require its use, and d) Alternate procedures are established and used.	Agreed if acceptable to FAA. NOTE: Global 7500/8000 is an extended range operational aircraft and is exempt from ETOPS certification. 6/2/2026 D. Amos concur/agree but have AFS-410(D) review

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R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	29-5	29-12-25	NOTE includes "CAS" after the message. "CAS" is not needed.	Amend NOTE to read: The following associated message(s) may be displayed until (M)/(O) procedures are completed: HYD PTU FAIL (Advisory).	Agreed. Delete "CAS". 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	29-5	29-13-01	NOTE includes "CAS" after the messages. "CAS" is not needed.	Amend NOTE to read: One of the following associated messages may be displayed until (M)/(O) procedures are completed: HYD PUMP 3A FAIL (Advisory), HYD PUMP 3B FAIL (Advisory).	Agreed. Delete "CAS". 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	30-2 2-68	30-11-04 30-0110 30-0115	Section Two relief for L WING A/ICE FAULT - L VALVE FAIL CLSD (Info) and 30 R WING A/ICE FAULT - R VALVE FAIL CLSD (Info) was deleted; however, these messages were not referenced in the associated Item NOTES in Section One.	Add NOTE: The following associated message(s) may be displayed: 30 L WING A/ICE FAULT - L VALVE FAIL CLSD (Info), 30 R WING A/ICE FAULT - R VALVE FAIL CLSD (Info).	30-11-04 covers WAIVs failed (both open and closed conditions), need mechanic secure WAIVs closed for dispatch if it failed open, which (M) procedure is required. 30-0110 and 30-0115 only cover WAIVs failed closed condition, the Info message can determine the WAIV failed position, only (O) procedure is required for verification of valve in closed position via synoptic page, no (M) procedure required. If acceptable to FAA, no change to section 1, and resume item 30-0110 and 30-0115 to section 2 because only (O) procedure required. 6/2/2026 D. Amos concur/agree

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R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	30-5	30-21-02	NOTE 2 refers to the messages L COWL ANTI/ICE FAIL (Caution) and R COWL ANTI/ICE FAIL (Caution). The correct message nomenclature is: L COWL A/ICE FAIL (Caution) and R COWL A/ICE FAIL (Caution).	Amend NOTE 2 to read: The following associated message(s) may be displayed: 30 ICE PROT – L COWL A/ICE PRESS SENSOR INOP (Info), 30 ICE PROT – R COWL A/ICE PRESS SENSOR INOP (Info), L COWL A/ICE FAIL (Caution), R COWL A/ICE FAIL (Caution).	Agreed. Amend NOTE 2 to read: The following associated message(s) may be displayed: 30 ICE PROT – L COWL A/ICE PRESS SENSOR INOP (Info), 30 ICE PROT – R COWL A/ICE PRESS SENSOR INOP (Info), L COWL A/ICE FAIL (Caution), R COWL A/ICE FAIL (Caution). 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	30-6 2-72	30-41-01 30-1020	Section Two relief for R WINDOW HEAT FAIL (Caution) was deleted; however, this message is not referenced in the associated Item NOTES in Section One.	Add NOTE to read: The following associated message may be displayed: R WINDOW HEAT FAIL (Caution).	Because there is (M) procedure involved, the message is not added as NOTE. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	34-4	34-34-00	NOTE 3 refers to the messages SVS 1 FAIL (Caution) and SVS 2 FAIL (Caution). Both messages should be classified as Advisory.	Amend NOTE 3 to read: The following associated message(s) may be displayed: For single SVS installation: SVS FAIL (Caution). For dual SVS installation: SVS 1 FAIL (Advisory), SVS 2 FAIL (Advisory), SVS 1-2 FAIL (Caution).	Agreed. Amend NOTE 3 to read: The following associated message(s) may be displayed: For single SVS installation: SVS FAIL (Caution). For dual SVS installation: SVS 1 FAIL (Advisory), SVS 2 FAIL (Advisory), SVS 1-2 FAIL (Caution). 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	34-14	34-54-01	Highlights of change indicate that the (O) procedure was deleted; however, the (O) symbol remains.	Amend to remove (O) symbol.	Agreed. Remove (O) for B 2 0 case. 6/2/2026 D. Amos concur/agree

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R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	36-3 2-102 2-105	36-11-13 36-0150 36-0165	Section Two relief for 36 L BLEED SYS FAIL – PRESS REG SOV FAIL CLSD (Info) and 36 R BLEED SYS FAIL – PRESS REG SOV FAIL CLSD (Info) was deleted, and a note referencing these messages was added to Section One. Section One relief now requires an M procedure, whereas the previous Section Two relief allowed accomplishment via O procedures only.	Consider amending the relief, or adding an optional relief pathway, to permit compliance without requiring a maintenance procedure.	36-11-13 covers PRSOVs failed (both open and closed condition), need mechanic secure PRSOV closed for dispatch if it failed open, which (M) procedure is required. 36-0150 and 36-0165 cover PRSOVs failed closed only, the Info message can determine the PRSOV failed position, only (O) procedure for verification valve are in closed position in synoptic page, no mechanic required. If acceptable to FAA, no change to section 1, and resume item 36-0150 and 36-0165 to section 2 because only (O) procedure required. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	46-3	46-30-01	NOTE 4 is missing the “S” after SYSTEM in the message: 46 INFO SYSTEM – IMS INOP (Info).	Amend message to read: 46 INFO SYSTEMS – IMS INOP (Info).	Agreed. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	73-1	73-31-02	Highlights of change indicate a repair category change from C to A; however, Category C remains indicated.	Amend repair category to A.	Agreed, revise repair interval to “A” Note: it looks odd, the latest submitted version dated Mar-17-2026 was with “A”. 6/2/2026 D. Amos concur/agree
R. Klenotic NetJets Aviation, Inc. klenotic@netjets.com	4/26/26	77-2	77-31-03	Highlights of change indicate the addition of an (M) procedure to second proviso; however, no (M) symbol was added, and there is no apparent maintenance requirement within the proviso.	Retain existing relief language without introduction of an (M) procedure.	(M) is added per FOEB recommendation. Note: it looks odd, the latest submitted version dated Mar-17-2026 had (M). 6/2/2026 D. Amos concur/agree