

## FINAL COMMENT LOG

| Originating Office:<br><b>AFS-130</b>                |          | Document Title/Description:<br><b>MMEL CE-560XL Rev 9, Textron Aviation Inc.,<br/>Model 560XL (Excel/XLS/XLS+/Ascend)</b> |                                                                                                                          | POC and Phone Number:<br><b>Megan Sayre,<br/>Megan.Sayre@faa.gov</b>                                                                              |                                                                                  | Suspense Date:<br><b>01/09/2026</b>        |
|------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------|
| Commenter Name and Organization                      | Date     | Page #                                                                                                                    | Line, Para, or Item #                                                                                                    | Comment                                                                                                                                           | Recommendation                                                                   | Response                                   |
| John J McDermott<br>AFS-220-3<br>Concur with Comment | 9/19/24  | 22-3<br>Pdf 33                                                                                                            | 22-10-03, -00B, -04<br>Autopilot System (continued), Autopilot System (Units 6501 and on), Takeoff/Go-Around (GA) Button | Format: Vertical line next to item titles.                                                                                                        | Remove vertical line.                                                            | Removed.                                   |
| John J McDermott<br>AFS-220-3<br>Concur with Comment | 9/19/24  | 22-11<br>22-12<br>Pdf 41/42                                                                                               | Entire page                                                                                                              | Format: All items are "boxed".                                                                                                                    | Remove boxes.                                                                    | Removed.                                   |
| John J McDermott<br>AFS-220-3<br>Concur with Comment | 9/19/24  | 26-1<br>Pdf 68                                                                                                            | 26-12-02<br>Engine Fire Bell (EASA)                                                                                      | Item references EASA.                                                                                                                             | Remove reference to EASA or remove item if appropriate.                          | Allowed to be there per the TIP Agreement. |
| John J McDermott<br>AFS-220-3<br>Concur with Comment | 9/20/24  | Various                                                                                                                   | Various                                                                                                                  | Format: Various pages throughout the manual appear to be missing the line on the bottom of the page. For example, 21-1, 21-4, 21-6, 21-14, 21-15. | Correct formatting.                                                              | Corrected.                                 |
| AFS-300(135)                                         | 09/19/24 | 30-3                                                                                                                      | 30-40-02-01                                                                                                              | Missing "Change Bar" for NOTE section.                                                                                                            | Add "Change Bar(s)".                                                             | Added.                                     |
| AFS-300(135)                                         | 09/19/24 | 33-5                                                                                                                      | 33-40-03-00C                                                                                                             | Missing "Change Bar for added serialization section.                                                                                              | Add "Change Bar(s)"                                                              | Added.                                     |
| AFS-300(135)                                         | 09/19/24 | IX                                                                                                                        | ATA 57-20-02                                                                                                             | There is no -02 item in ATA 57 only -01.                                                                                                          | Change -02 to -01.                                                               | Corrected..                                |
| AFS-300(135)                                         | 09/19/24 | N/A                                                                                                                       | N/A                                                                                                                      | Revision 9 does not include a "Log of Revision" page as per Revision 8 and earlier revisions.                                                     | Add a "Log of Revisions" page between TOC & HOC pages then fill out accordingly. | Added Log of Revisions back into the doc.  |

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| AFS-300(135)                      | 09/19/24 | II     |                       | Intro "Explanation of Change" (EOC) page(s) as per Rev8 shows MMEL items added/deleted and/or FAA Policy Letters (PL) incorporated. Rev9 does not list this information on EOC but within the MMEL relief sections only.    | Incorporate "all" added/deleted item(s) and FAA PL within the MMEL to the intro section of the EOC as per Rev8 and earlier revisions. | Added policy letters to the beginning of the HOC that changed since Rev 8.  |
| AFS-800                           |          |        |                       | No comments.                                                                                                                                                                                                                |                                                                                                                                       |                                                                             |
| Public Comment                    |          |        |                       |                                                                                                                                                                                                                             |                                                                                                                                       |                                                                             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 21-6   | -31-02-01B            | Editorial: A parenthetical phrase provides a reference number for the item "considered inoperative." This practice, although not required, is beneficial to the reader – but is not uniformly applied throughout this MMEL. | Adopt and apply a common standard for those items "considered inoperative."                                                           | References added where applicable.                                          |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 21-6   | -31-02-01B            | Editorial: There is unneeded character space between "in" and "operative" in the proviso.                                                                                                                                   | None.                                                                                                                                 | Corrected.                                                                  |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 21-17  | -62-01-02             | Editorial: Comma should be placed after "operative" rather than after "of."                                                                                                                                                 | None.                                                                                                                                 | Corrected.                                                                  |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-1   | -00-01-03             | What is intended by "portable device"? Is this an operator-provided item wherein the antenna/jack is OEM-installed for support?                                                                                             | None.                                                                                                                                 | Not new but this would be for a installed Audio jack for a portable device. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-2   | -10-01-00B            | Although the proviso mimics current PL 106, relief may not be appropriate unless aircraft SATVOICE functionality is <u>suitable for air traffic services</u> . Is any 560XL model so configured?                            | Determine applicability, and then tailor item accordingly or delete the proviso.                                                      | Deleted proviso as it was deemed not applicable during FOEB.                |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-3   | -12-01                | Although the proviso replicates the example from PL 54, the policy statement recommends the proviso be customized by airplane type.                                                                                         | Determine specific power supply for applicable VHF radio and amend proviso accordingly.                                               | Amended proviso in accordance with the PL.                                  |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-4   | -20-04                | Editorial: The proviso appears to be new content, but a change bar is not depicted.                                                                                                                                         | None.                                                                                                                                 | Corrected.                                                                  |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-4   | -20-05                | Editorial: The proviso appears to be new content, but a change bar is not depicted.                                                                                                                                         | None.                                                                                                                                 | Corrected.                                                                  |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                                                                                                                                                                                                                                                                                               | Recommendation                                                                                                                                                  | Response                                               |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-4   | -40-02                | Editorial: The proviso appears to be new content patterned after PL 9, but a change bar is not depicted.                                                                                                                                                                                                                                                                                                                              | None.                                                                                                                                                           | Master copy does have change bars.                     |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-7   | -50-05-02             | Revision 8 depicted zero headsets required for dispatch; proposed revision depicts one. By regulation, two headsets, or one headset and one speaker, are required for Part 91 overwater, Part 135 extended overwater, and Part 135 IFR. Otherwise, a headset is not required by regulation.<br><br>Revision 9 uses "flight deck speaker" in the proviso, whereas 23-50-03 and 23-50-06 use "cockpit overhead communication speakers." | Restore content of revision 8 with respect to number required for dispatch and the proviso.<br><br>When resolved, adopt common nomenclature for these speakers. | Matched to PL-58.<br><br>Made proviso match item name. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-8   | -50-07-03             | As written, a single failure of remote side console switch requires that both yoke switches be operative. Is this the intent? If not, operational requirement should be on "associated" yoke switch.                                                                                                                                                                                                                                  | Amend as appropriate.                                                                                                                                           | Amended.                                               |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 23-8   | -50-07-03             | Editorial: Character space needed in "maybe." Also, for consistency, "operative" should be used instead of "operational."                                                                                                                                                                                                                                                                                                             | None.                                                                                                                                                           | Corrected.                                             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-4   | -20-02-01A            | Editorial: Change bar should extend throughout the proviso, as each condition is changed from Revision 8.                                                                                                                                                                                                                                                                                                                             | None.                                                                                                                                                           | Corrected.                                             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-4   | -20-02-01A            | Editorial: This sub-item relates only to armrest with seat controls, so dependent clause in condition c) is redundant.                                                                                                                                                                                                                                                                                                                | Amend condition c) to read "Seat is secured in taxi, takeoff, and landing (TTL) position."                                                                      | Matched to PL-79.                                      |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-4   | -20-02-01B            | Editorial: Change bar should extend throughout the proviso, as it has been redrafted from Revision 8.                                                                                                                                                                                                                                                                                                                                 | None.                                                                                                                                                           | Corrected.                                             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-5   | -20-02-02B            | Editorial: Change bar should extend throughout the proviso, as it has been redrafted from Revision 8.                                                                                                                                                                                                                                                                                                                                 | None.                                                                                                                                                           | Corrected.                                             |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                                                                                                                                          | Recommendation                                                                                        | Response                                                                                                               |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-5   | -20-03                | Is acoustic curtain optional equipment? If so, three asterisks are appropriate at item number.                                                                                                                                                                                   | Amend as appropriate.                                                                                 | Acoustic curtain is not optional equipment, it is standard equipment for the Ascend (Unit effectivity has been added). |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-8   | -50-02                | Third proviso of PL 104 relates to a condition wherein a compartment has failed closed (cannot be opened). Absent that proviso, this MMEL would AOG the aircraft for a compartment that failed closed, because condition d) of 25-50-02-00A could not be met.                    | Amend MMEL to add as -00C the third proviso from PL 104.                                              | Added -00C from PL.                                                                                                    |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-11  | -60-02-03             | Although the first proviso for FAK replicates PL 132, it is often misunderstood. Parts 91 and 135 do not require more than one FAK; part 121 requires two or more if passenger seating exceeds 50.                                                                               | Remove the first proviso.                                                                             | Deleted proviso as it was deemed not applicable during FOEB.                                                           |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 25-11  | -61-01                | Proposed revision 9 changes item title from "Life Preserver" to Life Vest" but retained "preserver" in the proviso.                                                                                                                                                              | For consistency, in the proviso change "preserver" to "vest."                                         | Changed to "vest" in proviso.                                                                                          |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 30-2   | -30-01                | "between sunset and sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                            | Restore "at night."                                                                                   | Restored to previous verbiage.                                                                                         |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 30-2   | -30-02                | "between sunset and sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                            | Restore "at night."                                                                                   | Restored to previous verbiage.                                                                                         |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 31-1   | -10-01                | Relief for sub-items -01, -02, and -03 is predicated on a visual check of APU oil level. There may, however, be situations wherein a visual check or subsequent servicing is not feasible. As such, additional relief that considers the APU inoperative would benefit dispatch. | For each sub-item, add a proviso such as "May be inoperative provided APU is considered inoperative." | Agree and added.                                                                                                       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 31-2   | -10-02-03             | Editorial: Lower case is suitable for "Button."                                                                                                                                                                                                                                  | None.                                                                                                 | Corrected.                                                                                                             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 31-3   | -10-02-17             | Editorial: Lower case is suitable for "Button."                                                                                                                                                                                                                                  | None.                                                                                                 | Corrected.                                                                                                             |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                                                                                                                                                                                                       | Recommendation                                                                                                              | Response                       |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 31-4   | -30-02                | As written, relief for FDR is problematical for holder of air carrier or commercial operator certificate because it does not include that portion of PL 87 that recognizes "Any in excess..." for a certificate holder. By 135.152(a), an FDR is required by passenger seating configuration of 10 to 19 seats; nine or less is not required. | For clarity, the proviso for "Any in excess..." should be separately listed for both "Other than holder..." and "Holder..." | Revised per PL-87.             |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-1   | -10-01-00A            | "from sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                             | Restore "at night."                                                                                                         | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-1   | -10-02-00B            | "from sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                             | Restore "at night."                                                                                                         | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-2   | -10-03-00B            | "operations sunset to sunrise" has replaced "night operations" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                               | Restore "night operations."                                                                                                 | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-2   | -10-03-00C            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                          | Restore "at night."                                                                                                         | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-2   | -10-04-00B            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                          | Restore "at night."                                                                                                         | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-2   | -10-05                | Is supplemental glareshield light system optional equipment? If so, three asterisks are appropriate at item number.                                                                                                                                                                                                                           | Amend as appropriate.                                                                                                       | Not optional equipment.        |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                                                                                                                                                                                                                        | Recommendation                                                                                                 | Response                             |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-2   | -10-05                | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                                           | Restore "at night."                                                                                            | Restored to previous verbiage.       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-3   | -20-01-00A and -00B   | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                                           | Restore "at night" in each proviso.                                                                            | Restored to previous verbiage.       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-3   | -20-01-00C            | Editorial: The change bar appears to be a carryover from Revision 8.                                                                                                                                                                                                                                                                                           | None.                                                                                                          | Removed change bars.                 |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03-00A            | Insofar as there is no apparent regulatory requirement for a landing light during day operations, this proviso can be tailored to reflect night operations.                                                                                                                                                                                                    | Amend proviso to add "for night operations" after "One may be inoperative."                                    | Agree and added.                     |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03-00B            | "operations from sunset to sunrise" has replaced "night operations" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                           | Restore "night operations."                                                                                    | Restored to previous verbiage.       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03-00C            | Proviso should simply be "Both...." Doing so seems to complete the possible scenarios: -00A invokes same side alternative for night operations; -00B comes into play for night operations if both landing lights are inoperative; and -00C is available if -A or -B cannot be met. There is no need to impose a constraint in -00C for a single light failure. | Delete "One or."                                                                                               | Not new but agree, deleted "One or". |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03-00C            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                                           | Restore "at night."                                                                                            | Restored to previous verbiage.       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03-00D            | "from sunset to sunrise" levies a requirement not apparent in regulation.                                                                                                                                                                                                                                                                                      | Amend to read "May be inoperative for night operations...."                                                    | Restored to previous verbiage.       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-5   | -40-03                | MMEL does not depict landing light relief for Ascend for operations not conducted at night.                                                                                                                                                                                                                                                                    | Amend MMEL to add as -00E, such as "C/2/0 Both may be inoperative provided aircraft is not operated at night." | Agree, added.                        |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                                                                                                                                                                                                                            | Recommendation                                                                                                     | Response                       |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-6   | -40-04                | As written, this is overly restrictive in that it does not distinguish between night or day operations. This can be remedied by adding "for night operations" to follow "available."                                                                                                                                                                               | Amend to read "May be inoperative provided an alternate source of illumination is available for night operations." | Agree and added.               |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-6   | -40-06-00A            | Insofar as there is no apparent regulatory requirement for a recognition light during day operations, this proviso can be tailored to reflect night operations.                                                                                                                                                                                                    | Amend proviso to add "for night operations" after "One may be inoperative."                                        | Agree and added.               |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-6   | -40-06-00B            | "operations from sunset to sunrise" has replaced "night operations" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                               | Restore "night operations."                                                                                        | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-6   | -40-06-00C            | Proviso should simply be "Both...." Doing so seems to complete the possible scenarios: -00A invokes same side alternative for night operations; -00B comes into play for night operations if both recognition lights are inoperative; and -00C is available if -A or -B cannot be met. There is no need to impose a constraint in -00C for a single light failure. | Delete "One or."                                                                                                   | Removed "One or".              |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-6   | -40-06-00C            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation.                                                                                                                                                                                               | Restore "at night."                                                                                                | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-08-00B            | Is requirement for belly fairing lights driven by overall configuration (luminosity) lighting for night operations. If so, "for night operations" should be inserted here; this would be in keeping with relief and comments for -40-03 and -40-06.                                                                                                                | Amend to read "May be inoperative for night operations....," as appropriate.                                       | Restored to previous verbiage. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-08-00C            | This should simply be "Both..." here. So doing seems to complete possible scenarios: -00A is self-evident; -00B comes into play for night operations if both fairing lights are inoperative; and -00C is available if -A or -B cannot be met.                                                                                                                      | Delete "One or."                                                                                                   | Removed "One or".              |

| Commenter Name and Organization   | Date     | Page # | Line, Para, or Item # | Comment                                                                                                                                                              | Recommendation              | Response                                                                                                              |
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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-08-00C            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation. | Restore "at night."         | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-08-01             | Are recognition lights applicable to Ascend? If not, this distinction seems needed for 33-40-08, due to reference to wing tip recognition light pulse mode.          | Determine applicability.    | Revised proviso.                                                                                                      |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-09-00B            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. In doing so, the proviso becomes more restrictive than PL 72.                   | Restore "at night."         | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-7   | -40-09-00C            | "operations from sunset to sunrise" has replaced "night operations" that was depicted in Revision 8. In doing so, the proviso becomes more restrictive than PL 72.   | Restore "night operations." | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-9   | -50-03                | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation. | Restore "at night."         | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 33-9   | -50-04                | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation. | Restore "at night."         | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-1   | -16-01                | Editorial: "ie" should be depicted as "i.e.," as the abbreviation represents the dependent clause "that is."                                                         | None.                       | Agree and corrected.                                                                                                  |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-2   | -23-01-00A            | "between sunset to sunrise" has replaced "at night" that was depicted in Revision 8. Doing so imposes a more restrictive standard not seemingly found in regulation. | Restore "at night."         | Restored to previous verbiage.                                                                                        |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-5   | -25-05                | A side-by-side comparison of XL and XLS controllers indicates a difference in labels for selections. Serialization may be needed for some sub-items.                 | Amend as appropriate.       | There are multiple versions of DC-550 on the XL, it is up to the operator to determine which switches are applicable. |

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| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-12  | -44-04-04             | There is an apparent mis-identification for this sub-item. From PL 54, it appears it should be titled "Modes 2, 4 & 5" instead of "1, 4 & 5."                                                                                                                          | Amend as appropriate.                                                                   | Corrected.                                                                                                                   |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-13  | 44-04-06A             | In the second proviso, relief is predicated upon an operative predictive windshear detection and avoidance system, but a predictive mode or functionality is not otherwise present in the MMEL. Should a predictive mode or functionality be added as separate relief? | Add relief for a windshear detection and avoidance system (predictive), as appropriate. | This is directly from PL 54, but since the Ascend has Predictive it has been added and unit effectivity added for this item. |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-16  | -50-10                | Editorial: This item appears to be new content, but a change bar is not depicted.                                                                                                                                                                                      | None.                                                                                   | Added change bars.                                                                                                           |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 34-17  | -52-01-00B            | Editorial: The comma that follows "TCAS" should be removed.                                                                                                                                                                                                            | None.                                                                                   | Removed.                                                                                                                     |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 49-2   | -70-01-01             | Editorial: For consistency, "amber" should be placed in front of "APU FAIL" annunciator.                                                                                                                                                                               | None.                                                                                   | Moved.                                                                                                                       |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 49-2   | -70-01-01             | "is operative and" was removed from 49-70-02-01 in Revision 8 and should be here as well. The annunciator does not otherwise have MMEL relief, so it always must be operative.                                                                                         | Delete "is operative and" from condition b).                                            | Corrected.                                                                                                                   |
| D. Sheets, NetJets Aviation, Inc. | 09/30/24 | 52-4   | -46-01-00B            | Editorial: There is a typographical error in "refuled."                                                                                                                                                                                                                | None.                                                                                   | Corrected.                                                                                                                   |