

FINAL COMMENT LOG

Originating Office: AFS-130		Document Title/Description: MMEL DA-6X Rev 2, Dassault Aviation Falcon 6X			POC and Phone Number: Andrew Lott, andrew.d.lott@faa.gov		Suspense Date: 07/29/2026	
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response		
AFS-200				No comments.				
AFS-300				No comments.				
Palen Elder AFS-410B	4/16/26	33	23-20-00	Add U.S. Domestic En Route CPDLC to NOTE 2.	NOTE 2: In case of VHF #3 failure, ATN B1 and U.S. Domestic En Route CPDLC is not available.	Added.		
AFS-800				No comments.				
Public Comment								
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	22-1	22-10-00-05	Remarks state, "One may be inoperative provided approaches do not require its use." Number installed shows 1.	Update remarks to just say, "(O) May be inoperative provided approaches do not require its use.	Updated.		
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	23-1	23-12-00	HF items show both ETOPS and NON ETOPS relief per PL 106, however the ETOPS items would not be applicable to this aircraft.	Remove the ETOPS noted items on page 23-1 and 23-2.	This matches the PL and will stay same.		
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	23-6	23-50-83	The D/- and remarks are not needed as the relief is shown for each system below this title. Having this in the MMEL could cause confusion on what is being deferred.	Remove the D/- and remarks. This would align with 23-50-81.	This is correct and matches the PL-58.		
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	23-7	23-50-95	B relief would not be applicable as the PA is not required by 14 CFR for this aircraft.	Remove the "B" relief. Keep the "C" relief, but remove proviso a) as this is not needed as the PA is not required by 14 CFR. Note, is "Cargo Configuration" even possible on this aircraft? If not suggest removing all the "Cargo Configuration" notations from the MMEL.	This is correct and matches PL-09.		
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	23-8	23-52-20-05	B relief is not applicable as interphone not required by 14 CFR. There is only one handset in cabin, and this is not a wide-body aircraft.	Remove the "B" relief. Keep the "C" relief, but remove proviso a) as this is not needed as the interphone is not required by 14 CFR.	This is correct and matches PL-09.		

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David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	24-2	24-22-11-40	Typo, "contactor" should be "Contactor"	Correct typo.	Updated.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	24-7	24-62-09	Having just the main title on the page with no supporting remarks is somewhat confusing.	Move this to following page so as to align with the sub items.	Looking into moving.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	25-6	25-61-10	Having just the main title on the page with no supporting remarks is somewhat confusing.	Move this to following page so as to align with the sub items.	Looking into moving.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	25-8	25-64-21	"A" relief is not applicable and should be deleted as there is not a 14 CFR requirement for more than one FAK for this aircraft.	Remove the "A" relief.	This is correct and matches PL-132.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	25-9	25-64-25	"A" relief is not applicable and should be deleted as there not a 14 CFR requirement for and EMK (121 only).	Remove the "A" relief.	This is correct and matches PL-132.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	25-10	25-64-35	"A" relief is not applicable and should be deleted as there not a 14 CFR requirement for and AED (121 only).	Remove the "A" relief.	This is correct and matches PL-132.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	25-10	25-69-00 25-69-10	These two items are NEF items, not MMEL items.	Remove both items from the MMEL.	This item is correct. non-eligible to the NEF because of their design and installation in the aircraft.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	28-3	28-21-08	Since this is a continued item, the C/1/0 is not applicable.	Remove C/1/0	Concur.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	28-5	28-30-10	Stating "One or more" when the number required is 3 is not correct and could be confusing.	Update remarks to state, "Any in excess of three may be inoperative leaking provided".	This is correct.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	30-2	30-12-05	Typo, O) should be (O).	Correct typo.	Updated.

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David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	31-1	31-31-05	Since two are installed, need MMEL item to show difference between one being inoperative and two being inoperative.	Add additional item: C/2/1 May be inoperative. Same for both first and second CVR relief. Need titles, Holder of an Air Carrier or Commercial Operator Certificate, and Operator other than a holder of an Air Carrier or Commercial Operator Certificate for the associated relief.	Updated.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	31-2	31-31-10-05	Need relief for 2 being installed, same as previous item.	See above.	This item is correct.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	33-1	33-10-00	Unsure of the intent of the 3 rd item. Is this a 3 rd set of restrictions where the first two items and this item are applicable to part 91, or is this saying only the 3 rd item is for part 91?	Clarify intent of this item.	This is correct.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	33-3	33-40-04	All other items state, "other than night operations", but this one item states, "operations from sunrise to sunset".	Suggest: "One or more may be inoperative for operations other than night operations"	This is correct.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	34-10	34-45-20-10 34-45-20-20	Note seems to be out of place, MMEL PL for databases is addressed for FMS navigation database, and this database is not applicable.	Remove notes.	This is correct.
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	35-1	35-10-13	Item shows a repair category of "D" and just states that the Observer Seat is not occupied. This could be in conflict with the Observer Seat MMEL item 25-11-10 which is an "A" item, or "D" item for when the seat is not required by regulations.	Since the Observer Seat MMEL item states, "(Including Associated Equipment)", does this item need to be in the MEL? If it does stay, maybe this needs to be two items, one to align with the "A" item, and the other to align with the "D" item.	Concur with the removal of item 35-10-13, since the failure of this item is already addressed by item 25-11-10 (through 'including associated equipment').
David Burk Aerodox, Inc. dburk@aerodox.com	4/27/26	78-1	78-30-00	In the second relief item, A/2/1, remarks state, "One or more may be inoperative", Since number required is one, the remarks do not align with the number required.	Reviewing the EASA MMEL, it looks like this should state, "One may be degraded provided:"	Concur.

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Louis Huhez Dassault Aviation	4/13/26	21-11	21-60-00-40	<p>We have discovered a mistake in proviso b) of item 21-61-00-40 "IASC / Protection Function 2B", as follows:</p> <ul style="list-style-type: none"> b) CPCS Manual Mode is verified operative to be changed into b) CPCS AUTO Mode is verified operative <p>This mistake is probably coming from an inadequate copy and paste from the previous item 21-61-00-30. All others proviso are correct.</p>	Update to b) CPCS Manual Mode is verified operative to be changed into b) CPCS AUTO Mode is verified operative	Concur.
Louis Huhez Dassault Aviation	4/13/26	34-2	34-21-00	<ul style="list-style-type: none"> Page 34-2: the item number for 'Inertial Reference System (IRS)' is incorrect. It reads 31-21-00, should be corrected into 34-21-00. This mistake was already in Revision 1, never too late to correct ! HoC should track this correction. 	UPDATE TO 34-21-00	Concur.
Louis Huhez Dassault Aviation	4/13/26	35-1	35-10-13	<ul style="list-style-type: none"> Pages 35-1 thru 35-3: since item 35-10-13 is removed, all of the ATA35 pages should be upgraded to REVISION 2. The Date should also bear the Rev.2 date. The HoC Page VII should also track this item's removal. Same for Page I. 	Deleted item	Concur.
Louis Huhez Dassault Aviation	4/13/26	23-4	23-20-00	<ul style="list-style-type: none"> item 23-20-00 (Datalink) : the NOTE 2 for the D case should be corrected in the same way as NOTE 2 has been corrected for the C case. 	Updated item	Concur.