

## FINAL COMMENT LOG

Originating Office: <b>LGB-AEG</b>		Document Title/Description: <b>MMEL BD-700-1A10-1A11 Rev 15, Bombardier, Global Express BD-700-1A10, Global 5000 BD-700-1A11, Global 6000 (Global Vision Flight Deck), Global 5000 (Global Vision Flight Deck)</b>			POC and Phone Number: <b>Otis Tolbert, 562-627-5334</b>		Suspense Date: <b>05/10/2021</b>	
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response		
David Ryon AFS-210 for AFS-240	8/25/20	34-8	42-01 GPWS/TAWS  1) GPWS/TAWS	Policy: "and" is missing after proviso a)  (PL 31)	(O) May be inoperative provided: a) Alternate procedures are established and used, <i>and</i> b) Repairs are made within 2 flight-days.	Changed.		
David Ryon AFS-210 for AFS-240	8/25/20	34-13	51-01 Marker Beacon Systems	General: Proviso can be made more clear.	Suggest: Any in excess of those required by 14 CFR may be inoperative.	Accepted. Amended "that" to read "those".		
David Ryon AFS-210 for AFS-240	8/25/20	35-1	12-01 Flightcrew Oxygen Pressure  3) EICAS Readout	General: Proviso can be made more clear.	Consider:  b) Minimum enroute altitude does not exceed 10,000 ft. MSL.	Accepted. Removed "above".		
David Ryon AFS-210 for AFS-240	8/25/20	33-4	43-01 Anti-Collision Strobe Lights Wing and Tail	Regulatory: First C Repair Category. Anti-collision light requirement applies day and night. See 91.209(b)	Suggest remove first C Repair Category.	Accepted. First case deleted		
David Ryon AFS-210 for AFS-240	8/25/20	2-27	L PACK AUTO FAIL (Caution) (GX)	General: For proviso j) consider using "illuminated" for better clarity.  (Also found on pages 2-30, 2-31, 2-34, 2-35, 2-36, and 2-37)	j) None of the following CAS messages are illuminated:  or if preferred, similar to –  and confirming none of the following messages are annunciated by the CAS:	BA declines suggestion. BA contends "illumination" is reserved for "PBAs and switch-lights and glareshield M/C/W PBAs, whereas CAS messages are annunciated. Since first inception of Section Two CAS message relief, no issues have been raised from any authority as to lack of clarity.		

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David Ryon AFS-210 for AFS-240	8/27/20	23-4	40-02 Alerting System (chime/light)  3) Flight Attendant/ Cabin Chime	Policy: Add (O) for operational procedure to the front of the provisos since alternate procedures will need to be developed. (PL 31)	Suggest:  (O) May be inoperative provided: a) Affected Chime is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	Accepted. (O) added to relief.
David Ryon AFS-210 for AFS-240	8/27/20	23-4	40-02  2) Flight Attendant/ Cabin Call Light	General: In the provisos, it appears that the word should be <i>light</i> rather than <i>chime</i> .	Suggest:  (O) May be inoperative provided: a) Affected light is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	Accepted. "Chime" amended to read "light".
David Ryon AFS-210 for AFS-240	8/27/20	26-1	12-01 and 12-02 APU	General Question: Is the APU used as a part of any emergency procedure?	Suggest remove APU considered inop options in the MMEL if it is used in emergency procedure(s) to comply with policy. (PL-63)	APU is not mandatory for Emergency Procedures, but instructions suggest use "if available".
David Ryon AFS-210 for AFS-240	8/27/20	26-3	26-01 Lavatory Fire Extinguishing System	Policy: Suggest use PL 24 version for additional relief. 1) Passenger Configuration - add a D Repair Interval for any in excess of 14 CFR (rather than Note 2) and 2) Cargo Configuration – add D relief	Use PL 24 for additional D relief if desired.	BA has not received any requests for adding relief for Lav Smoke Extinguishing STC installations in excess of requirements. No change will be sought at this time.
David Ryon AFS-210 for AFS-240	8/27/20	26-2	16-01 Lavatory Smoke Detection System	Policy: Suggest use PL 24 version for additional relief. 1) Passenger Configuration - add a D Repair Interval for any in excess of 14 CFR (rather than Note 2) and 2) Cargo Configuration – add D relief	Use PL 24 for additional D relief if desired.	BA has not received any requests for adding relief for Lav Smoke Detector STC installations in excess of requirements. No change will be sought at this time.
David Ryon AFS-210 for AFS-240	8/27/20	23-8	71-01 CVR	Policy: 3) Datalink message capture (if installed) – suggest remove (if installed) and add *** (PL 31).	3) Datalink message *** capture.	Agree. Asterisks added.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David Ryon AFS-210 for AFS-240	9/2/20	34-8	42-01 GPWS/TAWS  1) d) Advisory Callouts	Policy: Variance in repair category from PL 54.	Consider removing the first C Repair Category.	Accepted. Category C amended to read B, i.a.w. PL 54.
David Ryon AFS-210 for AFS-240	9/2/20	34-9	42-01 GPWS/TAWS  2) Terrain Function (FLTA)	Policy: Variance in proviso from PL 54.	Consider adding to proviso – (O) May be inoperative provided alternate procedures are established and used.	Accepted. New proviso added.
David Ryon AFS-210 for AFS-240	9/2/20	23-2	40-01 Passenger Address System  1) Passenger Configuration	Policy: Variance in Repair Category from PL 65	Suggest use Repair Category of B.	Accepted. Relief interval amended to category B, i.a.w. PL 65 (& PL 09).  Additionally: The 14 CFR 135 requirement for PA system is tied to more than 19 seats and the GX TCDS caps at 19; therefore, category C was previously appropriate.  However, in satisfying the Comment, a second case then needs to be added to reflect the additional relief provided in PL 9, when the PA system is not required by regulation.  Additional case added i.a.w. PL 09, to address dispatch where PA is not required by regulation.
David Ryon AFS-210 for AFS-240	9/2/20	25-8	61-03 First Aid Kits	Policy: Add (O) for operational procedure to the front of the provisos since procedures will need to be developed. (PL 31)	Suggest add (O) to front of provisos.	Accepted. (O) Procedure requirement. added.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David Ryon AFS-210 for AFS-240	9/2/20	25-3	21-01 2) Passenger Seat Underseat Baggage Restraining Bars	Policy: Variance in Repair Category from PL 79	Suggest use Repair Category of C rather than D to align with Policy Letter.	Accepted. Relief interval amended to category C, i.a.w. PL 79.
David Ryon AFS-210 for AFS-240	9/3/20	26-1	15-01 Baggage Compartment Smoke Detectors	Policy: Suggest add (O) to the second C Repair Category provisos and replace proviso b) with PL 108 wording (Note could be dropped)	Consider:  (M)(O) May be inoperative provided: a) Cabin to baggage compartment door remains secured OPEN, and b) Procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	Accepted. (O) Procedure requirement. added., and proviso amended i.a.w. PL 108
David Ryon AFS-210 for AFS-240	9/3/20	2-2	Statement	Policy: Statement should be on page 1 of section Two. (PL 119)	Suggest move statement to the bottom half of page 1.	Current format is correct. The numbering convention lists it technically as Page 2-2, but "Page 2-1" is really a cover page/divder for the start of Section Two. Page 2-2 is the start of the Section Two content and thus is the page that should have the introduction per approved formatting standards.
<b>ADDITIONAL AFS-200 COMMENTS</b>						
David Ryon AFS-210 for AFS-240	1/15/21	23-10	71-01 CVR 3) Datalink message capture	General: 3) Datalink message capture – suggest remove (if installed)	Consider removing <i>if installed</i> .	Concur
David Ryon AFS-210 for AFS-240	1/15/21	23-3	40-01 Passenger Address System  1) Passenger Configuration	General: For proviso a) consider replacing FAR with 14 CFR	Consider:  a) PA not required by 14 CFR, and	Concur

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David Ryon AFS-210 for AFS-240	1/15/21	IX	33-4 Anti Collision Strobe	General: Minor editorial change suggested – from: Anti-Collision Strobe Wind and Tail. First relief case deleted (per FAR 91.209(b)).	Suggest - Anti-Collision Strobe Wing and Tail. First relief case deleted (per FAR 91.209(b)).	Concur
Nikola Vadjon DFW IFO	09/10/20	33-2 and 33-3	41-01	Item 41-01 is duplicated and shown on page 33-2 and page 33-3.	Correct as needed.	Accepted. Duplication removed.
Nikola Vadjon DFW IFO	09/10/20	52-1	11-02	First proviso is duplicated for this item.	Correct as needed.	Duplication removed.
D. Sheets NetJets Aviation, Inc	9/09/20	21-5	52-01	The cover page lists four type/model/series, while the TCDS goes further to add Global 6500 and 5500. Within the body of the MMEL, I presume "GX" applies equally to Express and XRS, but it is not readily apparent whether "GX" is inclusive or exclusive of Global 6000, or whether "Global 5000 and "Global Vision" are mutually exclusive. Further, the MMEL does not make clear the relationship, if any, of this MMEL to 6500 and 5500.	Review comprehensively and provide distinction if lacking.	Accepted. Front page amended to include newest Global marketing references. Also, a new table of applicability has been added to the Preamble page to aid operator clarification.
D. Sheets NetJets Aviation, Inc		23-3	40-01-4	14 CFR Part 117 and FAA Policy Letter 130 are intended for Part 121 operations, and are not applicable to fractional program and on-demand operations. As such, inoperative features of CRF that render it unsuitable as a sleeping facility do not necessarily make it unacceptable for crew or passenger occupancy for normal seating, but this is not made clear for this sub-item.	Add a third proviso to read "(O) May be inoperative and seat occupied provided: a) Regulations or procedures do not require its use as rest facility, and b) Alternate normal and emergency procedures are established and used to brief occupant."	Accepted. Suggested provisos added, as new relief case.
D. Sheets NetJets Aviation, Inc		23-5	40-03-1	Ditto.	Ditto.	Accepted. Suggested provisos added, as new relief case.
D. Sheets NetJets Aviation, Inc		23-9	81-02-2	Placing sub-item and NOTE at bottom of page, separate from remaining content on next page, is confusing.	Remove sub-item and relocate NOTE to page 23-10; doing so will keep all related content together for readability.	Accepted. NOTE re-located.
D. Sheets NetJets Aviation, Inc		25-4	21-01-4a	Sub-item relates to airbag "required by 14 CFR." While a seatbelt airbag may be installed by certification, there is no apparent operating rule that prescribes it; therefore, this first level of relief is not needed in this MMEL.	Rewrite sub-item as "Seat Belt Air Bag Restraint Systems D / - / - May be inoperative or disconnected provided seat belt operates normally."	Accepted. Suggested proviso added, Extraneous relief cases deleted.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
D. Sheets NetJets Aviation, Inc		25-5	22-01	In NOTE 2, "automatically" is not germane to intent of the statement.	Delete "automatically".	Accepted. Removed "automaicaly"
D. Sheets NetJets Aviation, Inc		25-6	30-01	Relief does not align with recent FAA policy letter 104, revision 7.	Update per PL 104, as appropriate.	Accepted. Revisions added, as deemed applicable to GX.
D. Sheets NetJets Aviation, Inc		25-8	64-01-1	Parenthetical content in proviso is revised in this draft but is incomplete after "ruggedized." In fact, entire parenthetical phrase can be removed without consequence.	Delete parentheses and its content.	Accepted. Content of parentheses removed.
D. Sheets NetJets Aviation, Inc		25-10	75-01	14 CFR Part 117 and FAA Policy Letter 130 are intended for Part 121 operations, and are not applicable to fractional program and on-demand operations. As such, inoperative features of CRF that render it unsuitable as a sleeping facility do not necessarily make it unacceptable for crew or passenger occupancy for normal seating, but this is not made clear in the proviso.	Add a second parent proviso with Category D repair interval to read "May be inoperative and seat occupied provided: a) Regulations or procedures do not require its use as rest facility, and b) Seat is in full upright position."  Add NOTE to read "Seat may be occupied by crew or passenger."  Add a third parent proviso with Category C repair interval to read "May be inoperative in berth position provided it is not occupied during taxi, takeoff, and landing."  Add NOTE to read "Any function that operates normally may be used."	Accepted. Suggested proviso added.
D. Sheets NetJets Aviation, Inc		25-10	75-01-1	Dependent upon configuration, entry door instead may be a curtain, in which case it likely will not have a lock.	Amend sub-item title to read "door or curtain" and amend condition b) to read "door or curtain is secured...."	Accepted. Relief and proviso amended to regard addition of "curtain".
D. Sheets NetJets Aviation, Inc		26-1	14-01	Dependent upon configuration, entry door instead may be a curtain, in which case it likely will not have a lock.	Amend condition b) to read "door or curtain is secured...."	Accepted. Proviso amended to regard addition of "curtain".
D. Sheets NetJets Aviation, Inc		26-2	16-01	Use of term "locked" for a door or compartment that does not have a key lock is problematical when also used with one that does have a key lock.	Use "secured" unless door or compartment, in fact, has a key lock.	Accepted. Locked amended to read "secured".
D. Sheets NetJets Aviation, Inc		26-2	16-02	Ditto.	Ditto.	Accepted. Locked amended to read "secured".

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
D. Sheets NetJets Aviation, Inc		26-3	26-01	Ditto.	Ditto.	Accepted. Locked amended to read "secured".
D. Sheets NetJets Aviation, Inc		27-4	62-01	Stem statement is missing "provided" before condition a).	Add "provided" to stem statement.	Accepted. "Provided" added where omitted.
D. Sheets NetJets Aviation, Inc		28-6	23-04	Gravity fueling is suitable for wing and center tanks but is not recognized in relief for SPR.	Add proviso that both automatic and manual mode may be inoperative provided gravity refueling is used for wing and center tanks.	Accepted. Relief proviso added.
D. Sheets NetJets Aviation, Inc		30-5	31-01	Draft MMEL rev. 15 excludes Global Vision from relief but rationale is not apparent. TCDS makes clear that GVFD Modsums can apply to -1A11 & -1A10, and this operator's FCOM vol. 2 for each includes YD heater and related EICAS cyan messages. AMM provides similar descriptions.	Confirm applicability and restore relief, if appropriate.	Unlike earlier Global variants (Honeywell AVCS), Global Vision (Rockwell) actuators do not require use of the integral heaters. CAS message logic no longer incorporates messages related to YD HEAT.
D. Sheets NetJets Aviation, Inc		30-5	31-02	In view of exclusion of Global Vision in 30-31-01, condition d) of relief for 31-02 seems to exclude Global Vision as well.	If item above remains unchanged (i.e., excludes Global Vision), a similar parenthetical phrase should be added to item title for 30-31-02.	Agree. NOTE 2 added for GVFD to disregard proviso
D. Sheets NetJets Aviation, Inc		33-1	21-03	A flashlight may not be the only acceptable lighting source, e.g., well-lighted ramp.	Amend proviso to read "May be inoperative provided alternate means are used to illuminate stairs for night operations."	Accepted. Proviso amended to include "...alternate means of illumination".
D. Sheets NetJets Aviation, Inc		35-2	21-01	Existing relief does not consider flight at or below 10,000 feet MSL, or a condition wherein passengers are not carried.	Add two provisos: the first for flight at or below 10,000 feet MSL, and the other provided passengers are not carried.	BA declines suggestion at this revision, as further engineering discussion concurrence required. Will defer request to next revision.
D. Sheets NetJets Aviation, Inc		35-3	21-02	Existing relief does not consider flight at or below 10,000 feet MSL, or a condition wherein passengers are not carried.	Add two provisos: the first for flight at or below 10,000 feet MSL, and the other provided passengers are not carried.	BA declines suggestion at this revision, as further engineering discussion concurrence required. Will defer request to next revision.
D. Sheets NetJets Aviation, Inc		46-2	20-01-1	Editorial: "ELECTRONIC" and "ETC" need not be upper case.	None.	Amended.
D. Sheets NetJets Aviation, Inc		52-1	11-02	First and second proviso are identical but need for duplication is not apparent.	Delete duplicate proviso or provide distinction in Item column.	Duplication removed.

Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
D. Sheets NetJets Aviation, Inc		52-2	70-03	Use of "LOCKED" with respect to overwing exits can be misconstrued to mean secured in the manner that it cannot be opened, such as to prevent intrusion.	Remove "LOCKED" from condition a); "closed and latched" should be adequate and conveys a meaning distinguishable from use of LOCKED as in item 70-02 above, which does have a key lock feature.	Agree. Proviso amended to remove LOCKED.
D. Sheets NetJets Aviation, Inc		CAS 2-9	AP 1 FAIL	Condition b) of both provisos indicates that neither autopilot is operative; therefore, RVSM flight is affected.	Amend condition b) of both provisos to add "and are not conducted RVSM" following "...three hours."	Agreed. Affected provisos amended i.a.w. suggestion.
D. Sheets NetJets Aviation, Inc		CAS 2-9	AP 2 FAIL	Condition b) of both provisos indicates that neither autopilot is operative; therefore, RVSM flight is affected.	Amend condition b) of both provisos to add "and are not conducted RVSM" following "...three hours."	Agreed. Affected provisos amended i.a.w. suggestion.
D. Sheets NetJets Aviation, Inc		CAS 2-19	HUD FAIL	Condition b) calls for two outcomes (OFF and stowed), but NOTE makes clear that one action accomplishes both outcomes for Global Vision. Rather than NOTE, a stand-alone proviso for Global Vision would be more appropriate.	Add "(except Global Vision)" to existing CAS message and delete NOTE, and then create a second proviso for Global Vision, wherein its condition b) simply states "Combiner is stowed." Doing so will be consistent with format seen for AP 1 FAIL and AP 2 FAIL on page 2-9.	Accepted. Created separate set of Global Vision provisos.
D. Sheets NetJets Aviation, Inc		CAS 2-19	HUD FAN FAIL	Ditto.	Ditto.	Accepted. Created separate set of Global Vision provisos.
D. Sheets NetJets Aviation, Inc		CAS 2-34	PAX OXY AUTO FAIL	Existing relief does not consider flight at or below 10,000 feet MSL, or a condition wherein passengers are not carried.	If recommendation for 35-21-01 above is accepted, add two provisos: the first for flight at or below 10,000 feet MSL, and the other provided passengers are not carried.	BA declines suggestion at this revision, as further engineering discussion concurrence required. Will defer request to next revision.
D. Sheets NetJets Aviation, Inc		CAS 2-35	PITOT 3 HT FAIL	Portion of stem statement preceding "RVSM" is missing.	Add "Except where operations require its use, including...."	Agreed. Omitted portion restored.
D. Sheets NetJets Aviation, Inc		CAS 2-44	SMOKE AFT LAV FAIL	Use of term "locked" for a door or compartment that does not have a key lock is problematical when also used with one that does have a key lock.	Use "secured" unless door or compartment, in fact, has a key lock.	Accepted. Locked amended to read "secured".
D. Sheets NetJets Aviation, Inc		CAS 2-45	SMOKE CLO AFT FAIL	Ditto.	Ditto.	Accepted. Locked amended to read "secured".
D. Sheets NetJets Aviation, Inc		CAS 2-45	SMOKE CLO FWD FAIL	Ditto.	Ditto.	Accepted. Locked amended to read "secured".

<b>Commenter Name and Organization</b>	<b>Date</b>	<b>Page #</b>	<b>Line, Para, or Item #</b>	<b>Comment</b>	<b>Recommendation</b>	<b>Response</b>
D. Sheets NetJets Aviation, Inc		CAS 2-45	SMOKE FWD LAV FAIL	Ditto.	Ditto.	Accepted. Locked amended to read "secured".
				<b>EDITORIAL Observations</b>		
D. Sheets, NetJets Aviation, Inc	9/01/20	21-1	20-01	Editorial: "and" missing from end of condition c).	None.	Corrected.
		23-1	11-01-1	Editorial: "Buss" for Battery Direct should be Bus.	None.	Corrected.
		23-1	11-01-2	Editorial: Punctuation for condition b) should be comma.	None.	Corrected.
		23-5	51-01	Editorial: Punctuation for condition a) should be comma.	None.	Corrected.
		26-1	14-01	Editorial: "and" is missing from end of condition b).	None.	Corrected.
		26-2	21-01	Editorial: Conditions of second proviso lack numbering format.	None.	Corrected.
		30-2	11-05-1	Editorial: Inadvertent comma depicted in condition c).	None.	Corrected.
		30-5	31-02	Editorial: Inadvertent comma depicted in condition e).	None.	Corrected.
		31-6	61-04	Editorial: Punctuation at end of condition a) should be comma.	None.	Corrected.
		33-1	21-01	Editorial: Extraneous "and" at end of condition a).	None.	Corrected.
		33-3	41-01	Editorial: This item is duplicate of same item on previous page.	None.	Corrected.
		33-6	50-02	Editorial: Punctuation for conditions a) through d) should be comma instead of semicolon.	None.	Corrected.
		52-2	70-01	Editorial: Inadvertent "and" appears between condition d) and e); and punctuation at end of condition e) should be comma.	None.	Corrected.