

## FINAL COMMENT LOG

Originating Office: <b>LGB-AEG</b>		Document Title/Description: <b>MMEL BD-700-2A12 Rev 2, Bombardier, BD-700-2A12 (Global 7500)</b>		POC and Phone Number: <b>Dustin Jostad, 562-565-0744</b>		Suspense Date: <b>08/22/2022</b>
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
David S. Ryon	1/19/22	XI	Definitions	General: FSIMS will be sunseting in the near future, suggest update with a Dynamic Regulatory System (DRS) reference.	USE DRS reference in Definitions and Preamble rather than FSIMS as FSIMS will be decommissioned <a href="https://drs.faa.gov/">https://drs.faa.gov/</a> Document type - Master Minimum Equipment List Policy Letters Use PL-025, PL-034, and PL-036.	Concur – TZ  Added DRS for FSIMS decommissioning.
David S. Ryon	1/19/22	XII	Preamble	General: FSIMS will be sunseting in the near future, suggest update with a Dynamic Regulatory System (DRS) reference.	USE DRS reference in Definitions and Preamble rather than FSIMS as FSIMS will be decommissioned <a href="https://drs.faa.gov/">https://drs.faa.gov/</a> Document type - Master Minimum Equipment List Policy Letters Use PL-025, PL-034, and PL-036.	Concur – TZ  Added DRS for FSIMS decommissioning.
David S. Ryon	1/20/22	28-1	00-01 Fuel System Synoptic Page	Policy: NOTE 2 and NOTE 3 appear to be a requirement for dispatch, so should be arranged in as a part of the provisos. (PL 31 Policy 21.)	Consider:  May be inoperative provided: a) Engine Fuel Shutoff Valve position indications on synoptic page are operative, and b) Fuel quantity and temperature Indications are operative unless authorized by specific items in MMEL.  (followed by NOTE 1)	Concur - TZ  Title revised. Deleted Note 3.
David S. Ryon	1/21/22	31-11	61-04 Multifunctional Keyboard Panel 2) Display Quick Access Key	Policy: Consider removing "the" in two places in provisos. (PL 31 Policy 17.)	Consider:  (O) May be inoperative provided: a) Same Display QAK is available on opposite MKP, and b) Functionality is confirmed available on all DUs thru both Cursor Control Panels.	Concur - TZ
David S. Ryon	1/21/22	32-2	30-03 Landing Gear Door Maintenance Switch	Policy: Consider removing "the" in the NOTE. (PL 31 Policy 17.)	Consider:  NOTE: Doors cannot be raised by landing gear door maintenance switch if lowered.	Concur - TZ

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David S. Ryon	1/21/22	32-2	40-00 Tire Pressure Indication System	Policy: Consider removing "the" in proviso. (PL 31 Policy 17.)	Consider:  (M) May be inoperative provided alternate procedures are established and used for tire pressure check on affected tire(s).	Concur - TZ
David S. Ryon	1/21/22	32-3	43-10 EICAS Brake Pressure Readout	Policy: Consider removing "the" in two places in provisos. (PL 31 Policy 17.)	Consider:  (M) One or both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is checked prior to first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to first flight of the day, and c) Hydraulic Pressure Indications are operative.	Concur - TZ
David S. Ryon	1/21/22	32-3	43-25 Brake Accumulator Pressure Gauge	Policy: Consider removing "the" in proviso. (PL 31 Policy 17.)	Consider:  (O) Both may be inoperative provided EICAS Brake Pressure Readouts (Brake Accumulator Precharge pressure) are checked on hydraulic synoptic page before first flight of each flight-day.	Concur - TZ
David S. Ryon	1/21/22	33-2	41-07 Nose Landing Gear Light	Policy: D Repair Category shows 2 installed and 2 required for dispatch. Item should be removed if required for all operations. (PL 31 Policy 6.) This seems like it would be better as a sub item, perhaps 1) Light Emitting Diodes (LEDs)?	Consider: Removing from MMEL if 2 installed and 2 required for all operations. Or -  A sub item such as 1) LEDs 4 2 (as appropriate) Or a NOTE if more appropriate	Concur - TZ
David S. Ryon	1/21/22	33-3	42-09, 1) Tail Navigation Light	Regulatory: Night as defined in part 1 and PL 25 would allow for flight outside of prescribed limits. Suggest use sunset to sunrise in proviso for greater accuracy. (91.209(a)(1))	Consider:  May be inoperative provided operations are not conducted between sunset and sunrise.	Concur - TZ

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David S. Ryon	1/21/22	33-3	42-13 Integrated Wingtip Light 2) Navigation Light	Regulatory: Night as defined in part 1 and PL 25 would allow for flight outside of prescribed limits. Suggest use sunset to sunrise in proviso for greater accuracy. (91.209(a)(1))	Consider:  May be inoperative provided operations are not conducted between sunset and sunrise.	Concur - TZ
David S. Ryon	2/8/22	2-79	31-0066 31 Ind/Record – FDR INOP (Info) (Air Carrier or Commercial Operator)	Regulatory: Would not be useable in Air Carrier Operations without excessive passenger seating limitations. (See 135.152 pax seating and operative requirements). Would be contrary to part 125 operations, see 125.225.	Remove from MMEL, or add additional proviso limitations of “current passenger seating configuration is nine or less for Air Carrier operations”, “Part 125 operations are not conducted” (or similar).	Concur – TZ  Added restrict number of passengers
David S. Ryon	2/8/22	23-10	71-02 Cockpit Voice Recorder	Regulatory: Would not be useable in Air Carrier Operations without excessive passenger seating limitations. (See 135.151 pax seating and operative requirements). Would be contrary to part 125 operations, see 125.227(a).	Remove from MMEL, or add (M) to the provisos and additional limitations of “Passenger seating configuration is five or less for Air Carrier operations”, “Part 125 operations are not conducted” (or similar).	Concur – TZ  Added restricted number of passengers
David S. Ryon	2/8/22	22-1	10-00 Autopilot System	Policy: For Transport Category Aircraft with two or more autopilots installed, one must be operative. (See PL 101)	Remove B Repair Category and 0 required for dispatch	Conditional Concur – TZ  Added flight time limit.
David S. Ryon	2/9/22	23-1	11-00 VHF	General: 14 CFR Excess VHF may be given D Repair Category if desired in line with PL 106	Consider use of D Repair Category	Concur – TZ  Comment noted. However item repair category is already D.

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David S. Ryon	2/9/22	31-2	31-01 Flight Data Recorder (FDR) System (Air Carrier or Commercial Operator) 1) Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	Regulatory: Would not be useable in Air Carrier Operations without excessive passenger seating limitations. (See 135.152 pax seating and operative requirements). Would be contrary to part 125 operations, see 125.225.	Remove from MMEL, or add (M) to the provisos and additional proviso limitations of "Passenger seating configuration is nine or less for Air Carrier operations", "Part 125 operations are not conducted" (or similar).	Concur – TZ  Added restricted number of passengers.
David S. Ryon	2/9/22	31-2	31-01 Flight Data Recorder (FDR) System  2) FDR Recording Parameter Required by 14 CFR	Regulatory: Would not be useable in Air Carrier Operations without excessive passenger seating limitations. (See 135.152 pax seating and operative requirements). Would be contrary to part 125 operations, see 125.225.	Remove from MMEL or add additional proviso limitations of "passenger seating configuration is nine or less for Air Carrier Operations", "Part 125 operations are not conducted" (or similar).  Consider:  (M) May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Passenger seating configuration is nine or less for Air Carrier operations, c) Part 125 operations are not conducted, and d) Repairs are made within 20 calendar-days.	Concur – TZ  Added restricted number of passengers
Jamelle Poppe AFS-830	2/3/22	23-8	23-51-06	1) Headset Boom Microphone: Repair category A specified without a repair interval indicated.	Please specify a repair interval.	Concur - TZ
Jamelle Poppe AFS-830	2/3/22	23-10	23-71-03	Cockpit Voice Recorder: Repair category A specified without a repair interval indicated.	Please specify a repair interval.	Non-Concur - TZ Discussed with JP, ok.  This should be for 23-71-03. Refer to FAA MMEL PL 29 rev 5.

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Jamelle Poppe AFS-830	2/3/22	31-3	31-31-02	Flight Data Recorder: Repair category A specified without a repair interval indicated.	Please specify a repair interval.	Non-Concur - TZ Discussed with JP, ok.  Refer to FAA MMEL PL 87, rev. 10.
Jamelle Poppe AFS-830	2/3/22	71-1	71-10-01	Fan Cowl Hold-Open Rod: Number installed specified without number required for dispatch indicated.	Please specify number required for dispatch.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	XII	Preamble	Statement includes 121 and 129, but cover page limits MMEL to 91, 125 and 135 only. While PL 34 is comprehensive, this statement may cause misunderstanding if intended MMEL scope is less so.	Determine applicability and amend cover or page XII accordingly.	Concur – TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	21-7	51-09-2	Does the NOTE for left PIPS apply also to right PIPS?	Add NOTE for right PIPS, if applicable.	Non-Concur - TZ Discussed with DS, ok.  Not applicable for right PIPS as right system does not interface with APS/FTIS.
D. Sheets, NetJets Aviation, Inc.	01/19/22	21-7	51-09-2	Editorial: proviso statement lacks ending punctuation.	None.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	21-10	54-01	In 45 of 49 instances wherein air conditioning packs are included in the proviso, the condition was revised to require “verified”; here it was not. Is verification needed for this item?	Add “verified” to condition a), if applicable.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	21-11	54-23	In instances wherein air conditioning packs are included in the proviso, the condition was revised to require “verified”; here it was not. Is verification needed for this item?	Add “verified” to condition a), if applicable.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	23-1	12-00	First proviso for HF depicts category C relief for those in excess of requirements; this is more restrictive than FAA policy letter 106.	Change repair category to D.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	25-1	10-02-3a	Two are depicted as the number installed (none are required for dispatch), but proviso says “one or more....”	For consistency with format used for other items of similar construction, change proviso to read “one or both....”	Concur - TZ

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D. Sheets, NetJets Aviation, Inc.	01/19/22	26-1	12-00	Editorial: Item title is hyphenated, but similar convention is not applied for title in 11-00.	Hyphenation is not needed. If deemed otherwise, it should apply in both cases.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	27-2	21-13-2	Editorial: incorrect punctuation at end of condition b).	None.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	27-4	62-01	Editorial: in condition i), "with" missing between "accordance" and "AFM".	None.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	28-5	22-00	Conditions d) and e) use a parenthetical phrase "provided fueled". However, 21-05 on page 28-3 and 28-11 on page 28-4 use "if fueled". Is this a difference without distinction, or are the different phrases purposely chosen?	Use common phraseology if appropriate.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	28-6	22-08	Editorial: unnecessary comma at end of condition b).	None.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	28-3	21-05	This item introduces a NOTE regarding crossfeed with "the" auxiliary pump. The same NOTE also appears at 22-00, as well as in Section Two at 28-1005, 28-1025, 28-1205, and 28-1260. In all cases, both auxiliary pumps are verified operative so it appears the intent of the NOTE is awareness if only one auxiliary pump is selected, for whatever reason, to feed both engines. If so, this seems more clearly established in NOTE 2 for 22-33 wherein it states, "when operating on one...."	If applicable, for clarity replicate NOTE 2 from 22-33 for other cases cited in Comment.	Concur - TZ  The crew cannot use the Crossfeed below 30000 FT with one Auxiliary pump to feed both engines as opposed to the AFM limitation with both primary pumps operating where the crossfeed cannot be used under 10000 FT with one Primary pump to feed both engines.  Updating 28-21-05, 28-22-00, 28-1005, 28-1025, 28-1205 and 28-1260 notes to "...when operating on one Auxillary pump...".

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D. Sheets, NetJets Aviation, Inc.	01/19/22	28-4	21-11	With respect to Comment above, would this same NOTE apply to 21-11 wherein one auxiliary pump is inoperative, therefore meaning only one auxiliary is available, if needed, to feed both engines?	Add NOTE, if applicable.	Non-Concur - TZ Discussed with DS, ok.  Both Primary pumps are operative and per AFM limitation there is no crossfeed below 10000 FT.  Next worst subsequent failure - If wing to wing transfer is lost then crossfeed per AFM limitation.
D. Sheets, NetJets Aviation, Inc.	01/19/22	29-2	01-03-1	Editorial: "and" is absent from end of condition b).	None.	Concur – TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	31-12	61-05-2	Editorial: "K" in DSK makes "knob" in the proviso redundant.	Remove "knob" from Remarks or Exceptions.	Concur – TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	31-12	61-05-5	Two are depicted as the number installed (none are required for dispatch), but proviso says "one or more...."	For consistency with format used for other items of similar construction, change proviso to read "one or both...."	Concur – TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	34-5	42-00-1b	O symbol is redundant, exceeds the standardized format from PL 54, and does not add value. Condition a) of proviso considers GPWS inoperative; and, by definition, any O procedure for GPWS is applied as part of the overall deferral process. By the DDG, the O symbol here merely duplicates that for the GPWS; therefore, it is unnecessary.	Remove O symbol.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	34-6	42-03-3	Editorial: label in proviso statement should read "TAWS FLAPS" instead of "TAWS FLAP".	None.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	36-2	11-01	In 45 of 49 instances wherein air conditioning packs are included in the proviso, the condition was revised to require "verified"; here it was not. Is verification needed for this item?	Add "verified" to condition c), if applicable.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	36-2	11-07	In instances wherein air conditioning packs are included in the proviso, the condition was revised to require "verified"; here it was not. Is verification needed for this item?	Add "verified" to condition b), if applicable.	Concur - TZ

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D. Sheets, NetJets Aviation, Inc.	01/19/22	46-3	30-01	Acronym used in NOTE 3 is not otherwise spelled out in MMEL.	Change to read "Onboard Data Loader (ODL)".	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	52-1	30-01-3	Use of "by operator" in the proviso seems irregular. The O symbol signifies that some action is required and, typically, the required action appears in the DDG – even if the DDG simply says the operator is responsible for developing alternate procedures.	Delete "by operator."	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	52-2	30-02-1	Is NOTE for second proviso equally applicable to first proviso?	Add NOTE to first proviso, as applicable.	Non-Concur – TZ Discussed with DS, ok.  The first proviso is to be carried out inside the aircraft and therefor the NOTE is not applicable.
D. Sheets, NetJets Aviation, Inc.	01/19/22	52-4	41-02	"HRD FIDEEX" in condition h) may be a misnomer in that acronym appears to refer to a system itself rather than to a designated access panel. FCOM 1 & 2 cite and depict a FIREX bottle access panel.	Change to read "FIREX".	Non-Concur – TZ Discussed with DS, ok.  "HRD FIDEEX" is being corrected in FCOM 1 and 2.
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-27	23-0030	Editorial: "L-R CTP FAIL Caution" is duplicated in condition a).	Delete second entry of message.	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-45	27-0300	Format for condition a) is irregular. (See earlier examples wherein only one message is cited).	For consistency, change to read "27 FLT CTRL – R SIDESTICK SHAKER INOP (Info) is not displayed, and".	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-61	29-0110	Condition a), as depicted and punctuated, can be misconstrued to indicate two messages.	For clarity and consistency, change to read "29 HYDRAULIC – HYD EDP 2A DEPRESS INOP message is not displayed, and".	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-61	29-0130	Condition a), as depicted and punctuated, can be misconstrued to indicate two messages.	For clarity and consistency, change to read "29 HYDRAULIC – HYD EDP 1A DEPRESS INOP message is not displayed, and".	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-62	29-0185	Stem statement in proviso uses "inoperative" for an EICAS message.	Change to read "displayed".	Concur - TZ
D. Sheets, NetJets Aviation, Inc.	01/19/22	2-96	35-1005	Editorial: word order in condition a) is awkward.	Delete "the" or move it to follow "above".	Concur - TZ