

FINAL COMMENT LOG

Originating Office: MKC-AEG		Document Title/Description: MMEL TBM-700 Rev 3, Daher Aerospace, TBM700, 850, 900, 910, 930, 940, 960 (TBM700 A/B/C1/C2/N)			POC and Phone Number: Brett Hoben, 515-289-4836		Suspense Date: 09/06/2022
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response	
James Sapoznik AFS-280	4/18/22	25-4	6-1 Emergency Medical Kit (EMK) and/or Associated Equipment	<u>Policy:</u> Bold text is in PL-132 but missing in Rev 3 (O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	Confirm the location of these item(s) (cockpit or cabin) and that placards are not required. If the item(s) are located in a area accessible by the passengers it seems that a placard might be necessary to indicate its location.	No placards required, TBM is certified without the location placarding.	
James Sapoznik AFS-280	4/18/22	25-4	6-1 Emergency Medical Kit (EMK) and/or Associated Equipment	<u>Policy:</u> The Note is in PL-132 but missing in Rev 3. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	The Note offers additional important information if the aircraft is used for EMS operations. This Note should be included in the MMEL Rev 3.	Incorporated Note into document	
James Sapoznik AFS-280	4/18/22	25-4	6-2 First Air Kit (FAK) and/or Associated Equipment	<u>General:</u> First Air Kit appears to be mis-spelled.	First Air Kit should be spelled First Aid Kit.	Fixed spelling Error	

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James Sapoznik AFS-280	4/18/22	25-4	6-2 First Air Kit (FAK) and/or Associated Equipment	<p><u>Policy:</u> Bold text is in PL-132 but missing in Rev 3</p> <p>(O) May be incomplete or removed provided:</p> <p>a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,</p> <p>b) Location placarding is removed or obscured, and</p> <p>c) Repairs or replacements are made within one flight.</p>	<p>Confirm the location of these item(s) (cockpit or cabin) and that placards are not required.</p> <p>If the item(s) are located in a area accessible by the passengers it seems that a placard might be necessary to indicate its location.</p>	No placards required, TBM is certified without the location placarding.
James Sapoznik AFS-280	4/18/22	25-4	6-2 First Air Kit (FAK) and/or Associated Equipment	<p><u>Policy:</u> The Note is in PL-132 but missing in Rev 3</p> <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	The Note offers additional important information if the aircraft is used for EMS operations. This Note should be included in the MMEL Rev 3.	Incorporated Note into document
James Sapoznik AFS-280	4/18/22	26-1	1 Portable Fire Extinguisher (s)	<p><u>Policy:</u> Bold text is in PL-132 but missing in Rev 3</p> <p>Any in excess of those required by 14 CFR may be inoperative or removed provided:</p> <p>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,</p> <p>b) Location placarding is removed or obscured, and</p> <p>c) Required distribution is maintained.</p>	<p>Confirm the location of these item(s) (cockpit or cabin) and that placards are not required.</p> <p>If the item(s) are located in a area accessible by the passengers it seems that a placard might be necessary to indicate its location.</p>	No placards required, TBM is certified without the location placarding.

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James Sapoznik AFS-280	4/18/22	26-1	1 Portable Fire Extinguisher (s)	<u>Policy:</u> The Note is in PL-132 but missing in Rev 3 NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	The Note offers additional important information for inoperative fire extinguishers. This Note should be included in the MMEL Rev 3.	Incorporated Note into document
James Sapoznik AFS-280	4/18/22	31-3	6	<u>General:</u> In Column 4 the last two letters of DME are not capitalized.	Make the spelling of DME consistant with proper naming convention by capitlaizng all letters. Ex; Dme to DME	Incoporated
James Sapoznik AFS-280	4/18/22	31-3	8	<u>General:</u> In Column 4 the last two letters of DME are not capitalized.	Make the spelling of DME consistant with proper naming convention by capitlaizng all letters. Ex; Dme to DME	Incorporated
James Sapoznik AFS-280	4/25/22	33-1	3. Anti-Collision Beacon Light System	<u>Regulatory:</u> 14 CFR 91.209(b)(11) and (c)(3) requires an operative anticollision light system. Column 3 allows for the aircraft to fly with no anticollision lights operative contrary to the regulations.	Consider revising MMEL align with the requirments for 14 CFR 205(b)(11) and (c)(3). These regulations require an anticollision light system be operative for VFR day and VFR night operations.	This is an optional (additional) Anti-collision Beacon light system. For clarification, removed *** and added note "Any in excess of those required by 14 CFR may be inoperative"
James Sapoznik AFS-280	4/25/22	33-2	4. Landing Lights	<u>Regulatory:</u> Day is not defined in 14 CFR 1.1 nor is it included in PL-25. Current proviso states "Both may be inoperative for day operations".	Consider changing to; Both may be inoperative from sunrise to sunset.	Incorporated
James Sapoznik AFS-280	4/25/22	33-2	9. Navigation Lights	<u>Regulatory:</u> "day" is not defined in 14 CFR 1.1 nor is it included in PL-25.	Consider changing to; May be inoperative from sunrise to sunset.	Incorporated
Mark Farrell; SEA AEG	4/5/22	22-1, -2, -3, -4	Seq. 4	AFCS Control Unit (GMC) is continued for several more pages without (Continued)/(Cont'd) formatting.	Suggest adding (Continued) at the bottom of ppg. 22-1, 22-2, 22-3 and AFCS Control... (Cont'd) on ppg. 22-2, 22-3, 22-4.	Can AFB-120 please incorporate formatting
Mark Farrell; SEA AEG	4/5/22	61-1	Seq. 2	Proviso a) is not clear. It may be that I simply don't understand the system and its procedures, but it seems like a) and b) could be part of a single condition.	Suggest editing the proviso(s) for added clarity.	Incorporated into one note to clarify per Daher proposal.