

FINAL COMMENT LOG

Originating Office: AFS-130		Document Title/Description: MMEL BE-300 REV 11, Textron Aviation Model 300, 300 (including FF Serials), 300LW, B300, B300C			POC and Phone Number: Andrew Lott, 612-253-4491		Suspense Date: 04/14/2023
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response	
David S. Ryon AFS-280 NONCONCUR	12/28/22	V	Definitions & Preamble	General: Adding a reference to drs.faa.gov for easy access to Policy Letters would be helpful	Consider adding a reference to drs.faa.gov for helpful directions to access Policy Letters	updated	
David S. Ryon AFS-280 NONCONCUR	12/28/22	34-2	-21-03	General: Daylight is not defined in part 1. Consider wording similar to -21-02-02	Consider: May be inoperative provided: a) PFD1 and PFD2 are operative, b) Operations are conducted in VMC only, between sunrise and sunset, and c) Operations are not conducted into known or forecast over-the-top conditions.	updated	
David S. Ryon AFS-280 NONCONCUR	12/28/22	34-3	-21-04	General: Daylight is not defined in part 1. Consider wording similar to that in -21-02-02. Also, b) proviso has been adjusted slightly for clarity (if this is appropriate and the proper intent).	Consider: May be inoperative provided: a) PFD1 and PFD2 are operative, b) Autothrottle System is considered inoperative, c) Operations are conducted in VMC only, between sunrise and sunset, and d) Operations are not conducted into known or forecast over the top conditions.	updated	
David S. Ryon AFS-280 NONCONCUR	12/28/22	25-4	-10-04-06-01 and-02	General: Redundency in proviso a) between -01 and -02 could be corected	Consider for proviso a) in -01 a) Affected seat is secured in a position that permits pilot normal visibility,	Not making changes due to no M procedure in this proviso with seat failing in position that allows for normal visibility.	
David S. Ryon AFS-280 NONCONCUR	12/28/22	34-16	-52-10-01	General: Some wording from PL 105 was dropped in B Repair Category.	Consider: (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	updated	

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David S. Ryon AFS-280 NONCONCUR	12/28/22	34-17	-52-10-03-02	Policy: Proviso wording in 2 nd C Repair Category says one must be inoperative. Change to one may be inoperative to match current PL 105.	Consider: One may be inoperative.	updated
David S. Ryon AFS-280 NONCONCUR	12/28/22	34-17	-52-10-04-01	Policy: D Repair Category proviso wording varies from PL 105.	Consider: May be inoperative provided operations do not require its use.	Updated may have to update O M procedures manual removing O procedure.
David S. Ryon AFS-280 NONCONCUR	12/28/22	25-13	-62-01-02A	Policy: c) Proviso wording in Fixed ELT Item 1 st A Repair Category says "ELT not installed". Remove placarding requirement and use current PL 120 Rev 3 dated 4/12/19.	Consider: (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	updated
David S. Ryon AFS-280 NONCONCUR	12/28/22	25-13	-62-01-02C	Policy: b) Proviso wording in Fixed ELT Item 1st D Repair Category says "ELT not installed". Remove placarding requirement and use current PL 120 Rev 3 dated 4/12/19.	Consider: (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	updated
David S. Ryon AFS-280 NONCONCUR	12/28/22	25-13	-62-01-02D	Policy: Proviso wording in Fixed ELT Item 2 nd D Repair Category says "ELT not installed". Remove placarding requirement and use current PL 120 Rev 3 dated 4/12/19.	Consider: Any in excess of those required by 14 CFR may be missing.	updated
David S. Ryon AFS-280 NONCONCUR	12/28/22	46-1	-00-01-02 and -00-01-03	Policy: Items show Class 1 and 2. This concept changed (simplified) with issuance of AC 120-76D (10/27/17), see summary of changes.	Consider removing Class 1 & 2 for better clarity.	Updated, possibly thinking of leaving same?
Michael Oot/ AFS-330	01/24/23	VI & 25-9		Reference 25-50-03 Wing Locker Door Gas Spring. Sequence number on Page VI conflicts with MEL Reference on page 25-9. Page 25-9 indicates MEL Item number 25-50-02.	Revise as necessary to resolve reference conflict.	
Jamie Poppe AFS-830	12/14/22	21-6	21-10-01-06	b) states, "Aircraft is operated at 14,100 ft cabin altitude below, and"	Suggest changing to "cabin altitude OR below" if that is what is meant.	Will update
Public Comments						
Dennis Keesling BIGHORN AIRWAYS, INC.	12/6/22	21-8	21-32-01	It appears that this item was repeated from the previous page.		Will delete duplicate

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Dennis Keesling BIGHORN AIRWAYS, INC.	12/6/22	23-2	23-40-03	In the remarks it appears that the word comand is a typo, should be command.		updated
Dennis Keesling BIGHORN AIRWAYS, INC.	12/6/22	46-4	46-10-20	It appears that the additional sub-item numbering (-02) is aligned to the left. Recommend move the sub-item to align with the previous and subsequent sub-items.		updated
Dennis Keesling BIGHORN AIRWAYS, INC.	12/6/22	23-4	23-50-03	Do have one question about the use of second in command used versus Second-In-Command – on page 23-4, Item # 23-50-03 in each of the sub-items it has 'Second In Command' in parenthesis whereas elsewhere in the remarks of a few items it has 'second in command' which replaced 'Second-In-Command' from the previous version of the MMEL. Wondering what the distinction is for use of one version as opposed to another?		No distinction I match all up to look similar.
Dave Armstrong Sunwest Aviation	11/24/22	22-1	22-10-01	MMEL states "Autopilot System (Collins Pro-Line 21 and Fusion)". Early serial number aircraft have Collins FCS-65C, King KFC 400 or Sperry SPZ-4000 Autopilot Systems. This MMEL does not address these aircraft.	Provide "Autopilot System" relief for non-Pro-line 21 or Fusion equipped aircraft or make "Autopilot System" relief generic as per MMEL Policy Letter 101, Revision 2.	Updated
Mark Metcalf Textron Aviation	12/5/22	22-4	22-30-02	Add Autothrottle System (Amber or White AT FAIL Message) D/1/0 (M) May be inoperative Provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	Autothrottle System (Amber or White AT FAIL Message) D/1/0 (M) May be inoperative Provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use.	Updated
Mark Metcalf Textron Aviation	12/5/22	34-2	34-21-03	Update wording to read VCM instead of VFR.	Update wording to read VCM instead of VFR	Updated
Mark Metcalf Textron Aviation	12/5/22	34-2	34-21-04	Update wording to read VCM instead of VFR.	Update wording to read VCM instead of VFR	Updated

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Mark Metcalf Textron Aviation	12/5/22	34-2	34-16-02	Updating wording for altitude alerter system A/-0 (O) May be inoperative Provided: A) Autopilot with altitude hold, and altitude capture operates normally, B) Enroute operations do not require its use, and C) Repairs are made within 3 flight days.	Update to match other MMEL	updated
Mark Metcalf Textron Aviation	11/9/22	32-2	32-60-01	Landing Gear Down Lights (Nose-L-R)(Green) needs to be moved to ATA 31 per last MMEL revision but it was never moved		Updated