

FINAL COMMENT LOG

Originating Office: MKC-AEG		Document Title/Description: MMEL PC-12/47E Rev 5, Pilatus Aircraft Ltd.		POC and Phone Number: Donald Thorstensen, 816-329-3282		Suspense Date: 2/27/2023
Commenter Name and Organization	Date	Page #	Line, Para, or Item #	Comment	Recommendation	Response
James Sapoznik AFS-280 NONCONCUR	10/24/22	34-5	34-8 Altitude Alerting System	The repair category and the Remarks or Exceptions column do not match PL-84. PL-84 applies because this aircraft is RVSM capable. The proposed MMEL R5 lists the repair category as C and PL-84 lists it as A.	Consider changing to match PL-84. Change the repair category from C to A and revise the Remarks or Exceptions column as follows: A - 0 (O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within three flight days.	Changed as requested.
James Sapoznik AFS-280 NONCONCUR	10/25/22	34-2	34-3-B Automatic Dependent Surveillance-Broadcast (ADS-B) System	The repair category is less restrictive than PL-105. The MEL repair category is C and PL-105 is B. The (O) procedure in the MEL is different than PL-105. C – 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	Consider revising to match PL-105. B - 0 (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. NOTE: Any ADS-B function that operates normally may be used.	Changed as requested.

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James Sapoznik AFS-280 NONCONCUR	10/25/22	34-2	34-3-B Automatic Dependent Surveillance- Broadcast (ADS-B) System	The following MMEL entry contains a Note that PL-105 does not contain. C - 1 One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	Consider revising to match PL-105 C - 1 One may be inoperative.	Changed as requested.
James Sapoznik AFS-280 NONCONCUR	10/25/22	34-3	34-3-B ADS-B Out Extended Squitter Transmissions	The entry in the MEL does not match any option in PL-105.	Consider revising to match the appropriate entry in PL-105.	Changed as requested.
AFS-300				No response received.		
Jamie Poppe AFS-830	10/10/22	34-6	34-11-A Navigation Databases	“(O) May be inoperative provided: ...e) Is required within 10 flight-days.”	Should “required” be changed to “repaired?”	Changed “required” to “repaired.”
Gregg Johnson Epps Air Service, Inc.	10/6/22			I am currently reviewing the draft documents for the PC-12 and the PC-12/47E and will have some specific ATA items questions next week. But I have always wondered why is there so much lack of standardization between remarks on so many basic items on both Pilatus models which are on the same TCDS? These are items such as fuel quantity indicators, wing ice lights, crew and passenger seats, transponders, oxygen system, etc. It just seems like these MMELs should have a great deal more consistency between identical items. And also are there any plans to incorporate the Garmin STCs for the PC-12/45/47 aircraft (G600 and TXi STCs for example). *No comment log was received.		

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Don Thorstensen	11/17/22	Section 2, 2-8	EPECS TLD	Added CAS message relief at the request of the OEMs Pilatus Aircraft, LTD and Pratt & Whitney.	Pratt & Whitney PT6E-67XP control system is equipped with time limited dispatch (TLD) capability to permit the temporary dispatch of aircraft in the presence of certain faults for a definedflight hour interval or until the next scheduled maintenance.	