



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# Master Minimum Equipment List

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Revision:2  
Date: DRAFT

Hawker Beechcraft Corporation

Model 4000

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Flight Operations Evaluation Board (FOEB)

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: HAWKER BEECHCRAFT  
MODEL 4000

REVISION: 2  
DATE: DRAFT

PAGE NO:  
II

Log of Revisions

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Original	06/16/2008	ALL PAGES	
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FEDERAL AVIATION ADMINISTRATION

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FEDERAL AVIATION ADMINISTRATION

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U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000	REVISION NO. 2 DATE: DRAFT	PAGE NO: VI
HIGHLIGHTS OF CHANGE		

Effective above date, the Model 4000 Master Minimum Equipment List has been revised. The following are the changes for **Revision 2** to the Model 4000 MMEL.

	<p>Replace Definitions with reference to PL-25 to allow each MEL user to include current definitions in accordance with PL-70.</p> <p>Replace Preamble with reference statement to allow a single MMEL document to be used by both Certificate Holders and Part 91 Operators.</p>
21-20-4	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-20-5	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-50-4	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-50-4-1	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-50-4-2	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-50-4-3	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-50-4-4	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-60-2	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-60-3	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-60-4	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
21-60-5	Revise Remarks to include AFM Hot Weather Limitations from Rev.1a
22-50-3	Number required 1 to account for autothrottle functionality from Rev.1a
23-00-1-4	Change CVR relief item to CAS Message and interface PL-029. Because of CAS Message format separate relief for Independent Power Source is NA.
23-10-2	Updated HF Comm. relief IAW PL-106.
23-50-2	Update Hand Microphone relief IAW PL-058.
23-50-3	Update Headset Earphone relief IAW PL-058.
23-50-4	Update Boom Microphone relief IAW PL-058.
24-00-3	Delete Standby Batt from list of overhead switches. Option never certified.
24-20-1	Add NOTE for BPU applicable airplanes, Page shift adds pg. 24-2.
25-10-3	Update CSVS relief for cockpit smoke IAW PL-129. (formerly EVAS)
26-12-1	Update APU Fire Det. Fail Remarks & NOTE for FOPS (SB-34-3040)
26-12-3	Add Remark to Engine Fire Handle Lights to require use of Instrument Flood Lights at night for proper Emergency Procedure handle identification.

## HIGHLIGHTS OF CHANGE

26-13-1	Update APU Bleed Det. Fail NOTE for FOPS (SB-34-3040)
26-13-2	Update APU Bleed Det. Fail NOTE for FOPS (SB-34-3040)
26-20-1	Remove (M) procedure and Update Fire Bottle 3 Disch Remarks & NOTE for FOPS (SB-34-3040)
26-20-2	Remove (M) procedure and Update Fire Bottle 3 Disch Remarks & NOTE for FOPS (SB-34-3040). Page shift adds 2 pages to chapter 26.
27-10-2	Add Aileron Trim System to Item and change Remarks for power OFF clearing the CAS Message.
27-52-1	Add Flap Fail Caution Message relief to operate with flaps up. Page shift adds 2 pages to chapter 27.
28-20-1	Add NOTE for BPU (SB-34-3040).
28-20-2&3	Add Remark for Fuel Press Sw Fail to not be displayed from Rev.1a
28-20-4&5	Revise Remarks format to "ON" and NOTE for message prior to engine start only, from Rev.1a.
28-40-1	Change Remarks to allow single point refueling with manual fuel valve control. Add (O) procedure for aircraft defueling procedures.
29-12-1	Add relief for Hydraulic DPI extension from Rev.1a
30-80-2	Change Remarks to not allow operation with no means to detect ice.
31-30-1	Update FDR Category for current approved configuration IAW PL-087.
31-40-1	Add relief for MAU Fan Fail Advisory CAS Message
33-10-3	Add Remarks and second relief to Instrument Flood Lights from Rev.1a
33-20-2	Lighted Passenger Information Signs Remarks changed for occupied Lav.
33-40-8	Update Wing Ice Detection Lights IAW PL-072 and Advisory Ice Detector.
34-00-2 & 3	Add Display Remarks for Electronic Charts considered inoperative.
35-30-2	Add Remarks to PBE relief to placard and stow or remove PBE IAW PL-043.



## HIGHLIGHTS OF CHANGE

46-20-1	Add relief for Pilot or Copilot Electronic Charts function.
49-00-2	Add NOTE for BPU applicable airplanes with EFB functions.
49-10-1	Add NOTE for BPU applicable airplanes with EFB functions.
49-10-2	Add NOTE for BPU applicable airplanes with EFB functions.
49-40-1	Add NOTE for BPU applicable airplanes with EFB functions.
57-40-1&2	Clarify applicability of reliefs to spanwise and chordwise sealant from Rev.1a.
73-00-1	Add (O) procedure to Fuel/Ignition Switch Annunciation
73-21-all	Add FADEC TLD relief for all serials aircraft.
74-20-1	Revise Ignition System Item and Remarks for Ignition System not just Igniter
78-30-1,2,3,4&8	Add NOTE to reference AFM NO REVERSE THRUST performance data when operating on Wet Runways from Rev.1a.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000	REVISION: 2 DATE: DRAFT	PAGE NO: VII
DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

NOTE: Remarks terminology is used according to the following:

- “May be inoperative” is used when the fault is an inoperative item or function.
- “May be displayed” is used when the fault is the display of a CAS Message and the CAS Message will remain posted for the duration of the malfunction.
- “Aircraft may be operated” is used when the fault is identified by a CAS Message but the CAS Message will extinguish by required action or may be displayed intermittently even though the malfunction remains.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000	REVISION: 2 DATE: DRAFT	PAGE NO: VIII
PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, FAR PART 91MEL APPROVAL AND PREAMBLE.

## Guidelines for (O) &amp; (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Use Maintenance / Operational / Placarding Procedures Manual document provided by Hawker Beechcraft Corporation for guidelines for (M) & (O) procedures in accordance with Policy Letter 16.

NOTE: Remarks terminology is used according to the following:

- "May be inoperative" is used when the fault is an inoperative item or function.
- "May be displayed" is used when the fault is the display of a CAS Message and the CAS Message will remain posted for the duration of the malfunction.
- "Aircraft may be operated" is used when the fault is identified by a CAS Message but the CAS Message will extinguish by required action or may be displayed intermittently even though the malfunction remains.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING				
00-1	Environmental Panel Switch Annunciation  Flight Deck High Flow Flight Deck Manual Cool Cabin High Flow Cabin Manual Cool Manual Control Cabin Depressurization	C	6	0	(O) May be inoperative provided: a) The switch annunciation "DUMP", "HIGH" or "MAN" will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
00-2	L Pack / R Pack Overhead Cockpit Switch Lights	C	2	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
00-3	Cabin Depressurization Switch Guard Spring	C	1	0	(O) May be inoperative provided: a) Affected switch guard is not broken or damaged, and, b) Affected switch guard is in the guarded position before each flight.
20-1	Avionics Fan Fail Advisory Message	B	1	0	(M) May be displayed provided the "Avionics Temp High" Caution CAS message is not displayed.
20-2	Cabin / Lavatory Gaspers	D	12	9	
20-3	Cabin Crossover Valve	C	1	0	May be inoperative provided the AUTO cockpit and cabin temperature control systems are operative.

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SEQUENCE &  
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1.REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
20-4	Cabin Duct Temp High Caution Message	B	1	0	(O) Aircraft may be operated provided: a) Left PACK has been selected and verified OFF, b) The right PACK is on and operative in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
20-5	Cockpit Duct Temp High Caution Message	B	1	0	(O) Aircraft may be operated provided: a) Right PACK has been selected and verified OFF, b) The left PACK is on and operative in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed

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21	AIR CONDITIONING				
20-6	Aft Bay Fan(s) (Ground Only)	C	2	0	(M)(O) May be inoperative provided OAT is at or below 32 degrees Celsius (90 <sup>0</sup> F) for all ground operation.
		C	2	0	(M)(O) May be inoperative provided with OAT above 32 degrees Celsius (90 <sup>0</sup> F) both PACKS are operating in the AUTO mode for all ground operation.
30-1	Auto Pressurize Fail Caution Message	B	1	0	(O) May be displayed provided: a) Flight is conducted in an unpressurized configuration, b) The Cabin Depressurization dump switch is selected to dump, c) EICAS manual pressurization display is operative, d) Airplane is operated at or below 14,000 feet MSL and e) Applicable Oxygen requirements are established and complied with.
30-2	Auto Pressurize Fault Advisory Message	C	1	0	(O) May be displayed provided: a) Manual cabin altitude control is verified operative, b) EICAS manual pressurization display is operative, and c) Cabin Depressurization dump mode is operative.

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
30-3	Integrated CPCS Valve System (Outflow Valve)	B	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) The Cabin Depressurization dump switch is selected and operative, c) EICAS manual pressurization display is operative, d) Airplane is operated at or below 14,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
30-4	Baggage Altitude High Caution Message	C	1	0	(M)(O) May be displayed provided: a) Interior baggage door (secondary pressure bulkhead) and exterior baggage door are verified in the closed and latched position, b) The baggage altitude circuit is at fault, c) Baggage Smoke Detection System is operative, and d) The interior baggage door is placarded "DO NOT OPEN IN FLIGHT".
		B	1	0	May be displayed provided aircraft is operated at or below 25,000 feet MSL.
50-1	Cabin Air Inflow Low Caution Message	B	1	0	(O) The aircraft may be operated provided aircraft is operated at an altitude where the Cabin Air Inflow Low message is not displayed.
50-2	Cabin High/Normal Flow Selection	C	1	0	(O) May be inoperative provided: a) Affected Pack is in High Flow mode, b) Pack High Flow CAS message is displayed, and c) AFM performance instructions for HIGH FLOW - ON operations are followed.



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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
50-3	Flight Deck High/Normal Flow Selection	C	1	0	(O) May be inoperative provided: a) Affected Pack is in High Flow mode, b) Pack High Flow CAS message is displayed, and c) AFM performance instructions for HIGH FLOW - ON operations are followed.
50-4	Environmental Control System (PACK)	C	2	1	(O) One may be inoperative provided: a) Affected PACK is selected and verified OFF, b) Remaining PACK is in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
1)	L or R Pack Off Advisory Message	C	2	1	(O) May be displayed provided: a) Affected PACK is selected and verified OFF, b) Remaining PACK is in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages may be displayed.
(Continued)					

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1. REPAIR CATEGORY  
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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING				
50-4 ECS (PACK)(Continued)				
2) L or R Pack Fault Caution Message	C	2	1	(O) Aircraft may be operated provided: a) Affected PACK is selected and verified OFF, b) Remaining PACK is in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
3) L or R Pack Auto Shutdown Caution Message	C	2	1	(O) Aircraft may be operated provided: a) Affected PACK is selected and verified OFF, b) Remaining PACK is in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
(Continued)				

SYSTEM SEQUENCE & NUMBERS	1.REPAIR CATEGORY		
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	4. REMARKS AND EXCEPTIONS		

21	AIR CONDITIONING				
50-4	ECS (PACK)(Continued)				
4)	L or R Pack Temp/Press Hi Caution Message	C	2	1	(O) Aircraft may be operated provided: a) Affected PACK has been selected OFF and verified OFF, b) Remaining PACK is in High Flow, c) Cabin Crossover Valve is open, d) AFM Hot Weather Limitations are observed, e) AFM Performance instructions for PACK OFF operations are followed, and f) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
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21	AIR CONDITIONING				
60-1	VIP Cabin Temperature Selector	D	1	0	
60-2	Cabin Auto Temp Fault Advisory Message	C	1	0	(O) Aircraft may be operated provided: a) The cockpit auto temperature system is operative, b) Left PACK has been selected and verified OFF, c) The right PACK is in High Flow, d) Cabin Crossover Valve is open, e) AFM Hot Weather Limitations are observed, f) AFM Performance instructions for PACK OFF operations are followed, and g) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
60-3	Ckpt Auto Temp Fault Advisory Message	C	1	0	(O) Aircraft may be operated provided: a) The cabin auto temperature system is operative, b) Right PACK has been selected and verified OFF, c) The left PACK is in High Flow, d) Cabin Crossover Valve is open, e) AFM Hot Weather Limitations are observed, f) AFM Performance instructions for PACK OFF operations are followed, and g) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.

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21 AIR CONDITIONING					
60-4	Cabin Temperature System (controls, indications, valves)	C	1	0	(O) May be inoperative provided: a) The cockpit auto temperature system is operative, b) Left PACK has been selected and verified OFF, c) The right PACK is in High Flow, d) Cabin Crossover Valve is open, e) AFM Hot Weather Limitations are observed, f) AFM Performance instructions for PACK OFF operations are followed, and g) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.
60-5	Cockpit Temperature System (controls, indications, valves)	C	1	0	(O) May be inoperative provided: a) The cabin auto temperature system is operative, b) Right PACK has been selected and verified OFF, c) The left PACK is in High Flow, d) Cabin Crossover Valve is open, e) AFM Hot Weather Limitations are observed, f) AFM Performance instructions for PACK OFF operations are followed, and g) Aircraft is operated at or below 25,000 feet MSL.  NOTE: Affected PACK Off Advisory CAS messages will be displayed.

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22	AUTO FLIGHT				
00-1	Guidance Panel Mode Selection Indicators (Green Lights)	C	15	0	May be inoperative provided other Mode Selection annunciation is available.
00-2	Touch Control Steering Switches	C	2	0	
10-1	AP 1 or 2 Fail Advisory Message	C	2	1	May be displayed provided: a) Affected AP is not used, and b) Remaining AP is operative.
10-2	AP 1-2 Fail Advisory Message	B	1	0	May be displayed provided: a) AP 1 and AP 2 are not used, and b) Operating procedures do not require autopilot use.  NOTE: RVSM is not authorized.
10-3	Autopilot Disengage Switches (Yoke)	C	2	1	One may be inoperative provided: a) Approach minimums do not require the use of autopilot, and b) Autopilot is not utilized at less than 1500 feet AGL.
		B	2	0	May be inoperative provided autopilot is not used.  NOTE: RVSM is not authorized.
10-4	AP Pitch Mistrim Caution Message	B	1	0	Aircraft may be operated provided: a) AP 1 and AP 2 are not used, b) Flight controls have full and free movement, and c) Operating procedures do not require autopilot use.  NOTE: RVSM is not authorized

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22	AUTOFLIGHT				
10-5	AP Roll Mistrim Caution Message	B	1	0	<p>Aircraft may be operated provided:</p> <ul style="list-style-type: none"> <li>a) AP 1 and AP 2 are not used,</li> <li>b) Flight controls have full and free movement, and</li> <li>c) Operating procedures do not require autopilot use.</li> </ul> <p>NOTE: RVSM is not authorized</p>
10-6	AP Stab Trim Fail Caution Message	B	1	0	<p>Aircraft may be operated provided:</p> <ul style="list-style-type: none"> <li>a) AP 1 and AP 2 are not used, and</li> <li>b) Operating procedures do not require autopilot use.</li> </ul> <p>NOTE: RVSM is not authorized</p>
10-7	Auto Pilot System	B	2	0	<p>(O) May be inoperative provide:</p> <ul style="list-style-type: none"> <li>a) Flight Guidance Panel is operative,</li> <li>b) Stall System Test is successfully completed prior to each flight,</li> <li>c) AP 1 and AP 2 are not used,</li> <li>d) Flight controls have full and free movement, and</li> <li>e) Operating procedures do not require autopilot use.</li> </ul> <p>NOTE: RVSM is not authorized</p>

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22	AUTOFLIGHT				
30-1	Auto Throttle 1 or 2 Fail Caution Message	C	2	1	Aircraft may be operated provided: a) Affected AT is not used, and b) Remaining AT is operative.
30-2	Auto Throttle 1-2 Fail Caution Message	C	1	0	Aircraft may be operated provided AT 1 and AT 2 are not used.
30-3	Auto Throttle System	C	2	0	Aircraft may be operated provided AT 1 and AT 2 are not used.
1)	Autothrottle Disconnect Switches	C	2	1	
2)	Autothrottle Engage Switches	C	2	1	
50-1	Flap Trim 1 or 2 Fail Advisory Message	C	2	1	
50-2	Flap Trim 1-2 Fail Advisory Message	C	1	0	
50-3	Go-Around Buttons	C	2	1	
50-4	Mach Trim 1 or 2 Fail Advisory Message	C	2	1	(O) May be displayed provided affected AFCS is not used.
50-5	Mach Trim 1-2 Fail Advisory Message	C	1	0	May be displayed provided AFM Limitations are complied with.
50-6	Yaw Damper 1 or 2 Fail Advisory Message	A	2	1	(O) May be displayed provided: a) Affected AFCS is not used, and b) Repairs are made within three (3) flight cycles.



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23	COMMUNICATIONS				
00-1	CVR Fail Advisory Message				
1)	CVR INSTALLED FOR OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	1	0	May be displayed provided repairs are made in accordance with applicable FARs.
2)	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED	A	1	0	May be displayed provided: a) Flight Data Recorder operates normally, and b) Repairs are made within three (3) flight days.
3)	COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED	A	1	0	May be displayed provided repairs are made within three (3) flight days.

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23	COMMUNICATIONS				
10-1	Communications Systems (VHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency DC Bus, Battery Direct Bus, or the Standby Battery Bus and is not required for emergency procedures.  NOTE: VHF 1 must be operative.
10-2	High Frequency (HF) Communication System	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> <li>a) SATCOM Voice or Data Link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available or prior coordination with the appropriate ATS (FIR) facility is required.</li> </ul> NOTE: SATCOM is to be used only as a backup to normal HF Communications unless otherwise authorized by the appropriate ATS facilities.
		D	-	-	Any in excess of those required by FAR may be inoperative.

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23	COMMUNICATIONS				
20-1	Selective Call Systems *** (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
20-2	Satellite Communication *** System	D	1	0	May be inoperative provided procedures do not require its use.
40-1	Passenger Address System (PA)				
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.
2)	Lavatory Speakers	C	1	0	

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23	COMMUNICATIONS				
40-2	Crewmember Interphone System				
1)	Flight Deck to Ground	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
50-1	Flight Deck Speakers	C	2	0	May be inoperative provided an operative headset is used by each required flight crewmember.
1)	Flight Deck Speaker	C	2	0	May be inoperative provided an operative headset is used by each required flight crewmember.
***	Audio Inhibit System				
2)	Flight Deck Speaker	C	2	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected speaker system is operative, and c) Operation and switch position is verified before each flight.
***	Audio Inhibit Switch Annunciation				
50-2	Hand Microphones	C	2	0	
		D	2	-	Any in excess of those required by regulation may be inoperative.
50-3	Headset Earphones (excludes Headset Mic)	C	-	2	NOTE: Comply with AFM Limitation.

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23	COMMUNICATIONS																			
50-4	Headset Boom Microphone																			
1)	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	-	0	(O) May be inoperative provided: a) Associated Hand Microphone is installed and operative, b) Alternate procedures are established and used for communication between pilots with an inoperative intercom system, and c) Repairs are made within three (3) flight days.															
2)	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	-	0	(O) May be inoperative provided: a) Associated Hand Microphone is installed and operative, b) Alternate procedures are established and used for communication between pilots with an inoperative intercom system, and c) Repairs are made in accordance with applicable regulations.															
		D	-	-	Any in excess of those required by regulation may be inoperative.															
60-1	Static Dischargers	C	15	12	The following static dischargers from each group or area may be damaged or missing. No more than three total static dischargers may be damaged or missing from the aircraft.															
<table border="1"> <thead> <tr> <th>Area</th> <th>Installed</th> <th>Required</th> </tr> </thead> <tbody> <tr> <td>Ailerons</td> <td>3</td> <td>2</td> </tr> <tr> <td>Wingtips</td> <td>1</td> <td>0</td> </tr> <tr> <td>Elevators</td> <td>3</td> <td>2</td> </tr> <tr> <td>Rudder</td> <td>1</td> <td>0</td> </tr> </tbody> </table>						Area	Installed	Required	Ailerons	3	2	Wingtips	1	0	Elevators	3	2	Rudder	1	0
Area	Installed	Required																		
Ailerons	3	2																		
Wingtips	1	0																		
Elevators	3	2																		
Rudder	1	0																		

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24	ELECTRICAL POWER				
00-1	MCDU 1 CB Ctrl Fail Advisory Message	B	1	0	(O) May be displayed provided the MCDU 2 circuit breaker control is operative.
00-2	MCDU 2 CB Ctrl Fail Advisory Message	B	1	0	(O) May be displayed provided the MCDU 1 circuit breaker control is operative.
00-3	Overhead Electrical Switch Annunciation Battery 1 Battery 2 L Gen R Gen Bus Tie AC Ext DC Ext	C	10	0	(O) May be inoperative provided: a) The switch annunciation "ON" , "OFF" , "OPEN" or "AVAIL" will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
00-4	Cabin Power Switch *** Annunciation  AC Outlets Main / Galley	C	2	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected power system is operative, and c) Switch operation and position is verified before each flight
20-1	APU Generator (APU Generator Fail Advisory Message)	C	1	0	May be inoperative provided the generator remains selected off.  NOTE: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401- 3008, 401-3027, or 401-3028 (SB- 34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000		REVISION NO: 2 DATE: DRAFT	PAGE NO: 24-2
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24	ELECTRICAL POWER				
30-1	TRU 3 Fail Advisory Message	A	1	0	May be displayed providing repairs are made in three flight cycles.
30-2	Emer Generator Fault Advisory Message	C	1	0	(O) Aircraft may be operated provided the emergency generator is verified operative prior to each flight.

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25	EQUIPMENT/ FURNISHINGS				
00-1	Non-Essential Equipment & Furnishings (NEF)	-	-	-	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Lavatory door ashtray is not considered NEF item.
10-1	Cockpit Seats				
1)	Pilot/Co-Pilot Seat Vertical Adjustment	C	2	0	May be inoperative provided: a) Seat permits normal pilot visual alignment with design eye point indicator for the flying pilot, b) Vertical position is immovable, c) Seat position does not interfere with flight control movement, and d) Fore and aft adjustments operate normally.
2)	Pilot/Co-Pilot Seat Arm Rest	C	4	0	May be inoperative provided the armrest is up and stowed.
		C	4	0	(M) May be inoperative provided the armrest is removed.
10-2	Crewmember Flashlights	B	2	0	May be inoperative or missing provided affected Crewmember has a flashlight of equivalent characteristic readily available.
1)	Crewmember Flashlight Holders	C	2	0	May be inoperative or missing provided affected Crewmember has the flashlight readily available.



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25	EQUIPMENT/ FURNISHINGS				
10-3	Cockpit Smoke Vision *** System (CSVV)	D	-	0	May be inoperative or missing.
10-4	Flight Deck Curtain	D	1	0	(O) May be damaged or inoperative provided: a) Curtain is secured in stowed position, and b) Curtain does not interfere with access to and from the flight deck.
		D	1	0	(M) May be damaged or inoperative.
10-5	Forward Observer Seat	A	1	0	May be inoperative provided: a) Forward Observer Seat is not occupied, b) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and c) Repairs are made within two (2) flight days.  NOTE: A seat with an inoperative seat belt is considered inoperative
1)	Oxygen Mask	A	1	0	May be inoperative provided; a) Forward Observer Seat is not occupied, b) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and c) Repairs are made within two (2) flight days.

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25	EQUIPMENT/ FURNISHINGS				
	2) Observer Audio Panel	A	1	0	May be inoperative provided: a) Seat is acceptable to the FAA inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
	3) Light	A	1	0	May be inoperative provided: a) Seat is acceptable to the FAA inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
	4) Vent	A	1	0	May be inoperative provided: a) Seat is acceptable to the FAA inspector for performance of official duties, and b) Repairs are made within two (2) flight days.
					NOTE 1: Provisions 2), 3) & 4) are intended to provide for occupancy of the above seats by an FAA inspector when the minimum equipment (oxygen and seatbelt) is functional and the inspector determines the conditions to be acceptable.
					NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment (oxygen and seatbelt) is functional for other person(s) authorized to occupy an observer seat.

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25	EQUIPMENT/ FURNISHINGS				
20-1	Passenger Seats	D	-	0	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative.
1)	Recline Mechanism	D	-	0	May be inoperative and seat occupied provided seatback is immovable in the full up-right position.
		D	-	0	(M) May be inoperative and seat occupied provided seatback is secured in the full upright position.
2)	Under Seat Stowage ***	C	-	0	May be inoperative provided: a) Items are not stowed under affected seat, and b) Associated seat placard DO NOT STOW ITEMS UNDER THIS SEAT
3)	Headrest (forward facing seats only)	C	-	0	NOTE: Aft facing seat headrest must be operative.
4)	Cabin Seat Armrest	D	-	0	May be inoperative and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline control, seat back is immovable in the upright position.
	(Continued)				

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25	EQUIPMENT/ FURNISHINGS				
20-1	Passenger Seats (Cont)				
4)	Cabin Seat Armrest (Continued)	D	-	0	(M) May be inoperative and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline control, seat back is secured in the upright position.
5)	Cabin Seat Swivel / Travel Mechanism	D	-	0	May be inoperative and seat occupied provided the seat is immovable in takeoff and landing position.
		D	-	0	(M) May be inoperative and seat occupied provided seatback is secured in the full upright position.
20-2	Cabinet Doors and Drawers	C	-	-	(O) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Any emergency equipment located in the compartment is considered inoperative, and c) Affected compartment is not used for stowage except for permanently affixed items.
20-3	Forward Cabin Interior Door System	C	1	0	(O) May be inoperative provided the door is secured open for all operations.
20-4	Acoustic Curtain / Door System	D	1	0	(O) May be damaged provided: a) Curtain is secured in stowed position, and b) Curtain does not restrict passenger access to cabin exit.
		D	1	0	(M) May be damaged or missing.

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25	EQUIPMENT/ FURNISHINGS				
20-5	Fasten Seat Belt Signs	C	8	4	(O) One or more signs may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.  NOTE: For inoperative illumination see Chapter 33.
20-6	Exterior Lavatory Door Ash Tray	A	1	0	May be missing provided it is replaced within 3 calendar days.
30-1	Galley Waste Drawer Container and Access Cover	C	1	0	(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient waste receptacles are available to accommodate all waste that may be generated on a flight.
40-1	Lavatory Waste Drawer Container and Access Cover	C	1	0	(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient waste receptacles are available to accommodate all waste that may be generated on a flight.
40-2	Lavatory Door System	C	1	0	(O) May be inoperative provided the door is secure stowed open for all operations.

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25	EQUIPMENT/ FURNISHINGS				
50-1	Baggage Cargo Nets/Straps (Baggage compartment only)	D	-	0	
50-2	Baggage Compartment *** Shelf	D	-	0	
60-1	Emergency Locater Transmitter (ELT)				
1)	Fixed ELT	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.
a)	Flight Deck ELT Switch	C	1	0	(M) May be inoperative provided: a) ELT switch is disconnected, and b) ELT is operative in the ARMED mode.
2)	Survival ELT (portable) ***	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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25	EQUIPMENT/ FURNISHINGS				
60-2	Emergency Medical Equipment				
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	(O) Any in excess of those required by FAR may be incomplete, missing or inoperative.
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	(O) Any in excess of those required by FAR may be incomplete, missing or inoperative.
3)	First Aid Kit (FAK) and/or Associated Equipment	D	-	1	(O) Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-3	Flotation Equipment				
1)	Life Preserver (TSO-C13)	D	-	-	(O) Any in excess of those required by FAR may be inoperative or missing.
2)	Flotation Device *** (TSO-C72)	D	-	-	(O) Any in excess of those required by FAR may be inoperative or missing.
60-4	Life Rafts ***	D	-	-	(O) Any in excess of those required by FAR may be inoperative or missing.
60-5	Lifeline ***	D	-	-	(O) Any in excess of those required by FAR may be inoperative or missing.
60-6	Crash Axe	C	1	0	

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26	FIRE PROTECTION				
11-1	Baggage Smoke Fail Advisory Message	C	1	0	May be displayed provided the associated cargo compartment remains empty.
		C	1	0	May be displayed provided: a) Aircraft remains at or below 25,000 ft, and b) Cargo compartment is inspected according to AFM procedure.
11-2	Lavatory Smoke Fail *** Advisory Message	C	-	0	(O) May be displayed provided: a) Lavatory waste receptacle remains empty, b) Smoking is not allowed on the flight, and c) Lavatory door remains open when lavatory is not occupied.
12-1	APU Fire Det Fail Advisory Message	A	1	0	(M)(O) May be displayed provided: a) The APU is not operated in flight, b) APU is used only for engine ground start, c) The cockpit must be continuously monitored by personnel approved to operate the airplane if the APU is running and the White "APU Unattended Mode" CAS MSG is not posted, d) Personnel are on standby in constant view of the APU with fire extinguishing capabilities, and e) Repairs are made within three flight cycles.
	(Continued)				



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26	FIRE PROTECTION				
12-1	APU Fire Det Fail Advisory Message (Continued)				<p>NOTE 1: (Serials RC-7 thru RC-58 <b>With Out</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) When on the ground the APU will shutdown after 2 minutes unless either engine fuel / ignition is selected on (Auto).</p> <p>NOTE 2: (Serials RC-59 &amp; after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.</p>
12-2	APU External Fire Bell	D	1	0	May be inoperative provided the APU is not operated unattended.
12-3	L / R Fire Handle Lights	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) FOPS test function is operative,</li> <li>b) Master CAUTION and WARNING lights illuminate with the FOPS test,</li> <li>c) "FIRE" EICAS are displayed for each affected system with the FOPS test,</li> <li>d) CAS message is displayed for each affected system with the FOPS test,</li> <li>e) The FOPS aural warning is operative, and</li> <li>f) Instrument Flood Lights are operative and ON for all night operation.</li> </ul>

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26	FIRE PROTECTION				
12-4	APU CUT-OFF / BOTTLE ARM Switch Annunciation ("FIRE" indication only)	C	1	0	May be inoperative provided: a) FOPS test function is operative, b) Master CAUTION and WARNING lights illuminate with the FOPS test, c) "APU FIRE" EICAS is displayed for the APU with the FOPS test, d) CAS message is displayed for the APU with the FOPS test, and e) The FOPS aural warning is operative.
13-1	APU Bleed Det Fail Advisory Message	C	1	0	May be displayed provided the APU bleed air is not used.
		C	1	0	(M) May be displayed provided the APU bleed air is selected off after a single engine start.
					NOTE: (Serials RC-7 thru RC-58 <b>With Out</b> Kit 401-3007, 401-3008, 401- 3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) When on the ground the APU will shutdown after 2 minutes unless either engine fuel / ignition is selected on (Auto).

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26	FIRE PROTECTION				
13-2	L or R ECS Bleed Det Fail Advisory Message	B	2	1	<p>(O) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) Affected Bleed Air Valve is selected OFF and verified OFF,</li> <li>b) Affected PACK is selected OFF and verified OFF,</li> <li>c) Remaining Bleed Air system is operative,</li> <li>d) Bleed Isolation Valve is closed,</li> <li>e) Remaining PACK is in High Flow,</li> <li>f) Aircraft is not operated in known or forecast icing conditions,</li> <li>g) Aircraft is operated at or below 25,000 feet MSL, and</li> <li>h) AFM Performance instructions for BLEED OFF operations are followed.</li> </ul> <p>NOTE 1: Affected Bleed Off Advisory CAS messages will be displayed.</p> <p>NOTE 2: (Serials RC-7 thru RC-58 <b>With Out</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) When on the ground the APU will shutdown after 2 minutes unless either engine fuel / ignition is selected on (Auto).</p>
13-3	Wing Bld Leak Det Fail Advisory Message	B	1	0	<p>(O) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) Wing anti-ice selected OFF and remains OFF, and</li> <li>b) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.</li> </ul>

9DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
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AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000		REVISION NO: 2 DATE: DRAFT	PAGE NO: 26-5
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26	FIRE PROTECTION				
20-1	Fire Bottle 3 Disch Advisory Message	C	1	0	<p>(O) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) APU is not operated in flight,</li> <li>b) APU is used only for engine ground start, and</li> <li>c) The cockpit must be continuously monitored by personnel approved to operate the airplane if the APU is running and the White "APU Unattended Mode" CAS MSG is not posted.</li> </ul> <p>NOTE 1: (Serials RC-7 thru RC-58 <b>With Out</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) When on the ground the APU will shutdown after 2 minutes unless either engine fuel / ignition is selected on (Auto).</p> <p>NOTE 2: (Serials RC-59 &amp; after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.</p>

9DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000		REVISION NO: 2 DATE: DRAFT	PAGE NO: 26-6
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26	FIRE PROTECTION				
20-2	Fire Bottle 3 Fail Advisory Message	C	1	0	<p>(O) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) APU is not operated in flight,</li> <li>b) APU is used only for engine ground start, and</li> <li>c) The cockpit must be continuously monitored by personnel approved to operate the airplane if the APU is running and the White "APU Unattended Mode" CAS MSG is not posted.</li> </ul> <p>NOTE 1: (Serials RC-7 thru RC-58 <b>With Out</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) When on the ground the APU will shutdown after 2 minutes unless either engine fuel / ignition is selected on (Auto).</p> <p>NOTE 2: (Serials RC-59 &amp; after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.</p>

9DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000		REVISION NO: 2 DATE: DRAFT	PAGE NO: 26-7
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26	FIRE PROTECTION				
22-1	Portable Fire Extinguisher	D	-	4	<p>(O) Any in excess of those required by FAR or AFM may be unserviceable or missing provided:</p> <ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher is tagged inoperative, removed from location, and placed out of sight so it can not be mistaken for a operative unit, and</li> <li>b) Required distribution is maintained.</li> </ul> <p>NOTE: Four (4) Portable Fire Extinguishers require by type design to meet Part 25 certification requirements for quantity.</p>

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27	FLIGHT CONTROLS				
00-1	L Shaker Fail Advisory Message	B	1	0	(O) May be displayed provided: a) Right shaker is operative, b) Stall System Test is run prior to each flight, c) "Pusher 1-2 Fail" CAS message does not display, and d) Aircraft is not operated in known or forecast icing conditions.
00-2	R Shaker Fail Advisory Message	B	1	0	(O) May be displayed provided: a) Left shaker is operative, b) Stall System Test is run prior to each flight. c) "Pusher 1-2 Fail" CAS message does not display, and d) Aircraft is not operated in known or forecast icing conditions
10-1	Aileron Trim Power Switch Annunciation	C	1	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.

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27	FLIGHT CONTROLS				
10-2	Aileron Trim Fail Advisory Message / Aileron Trim System	C	1	0	<p>(O) May be inoperative and aircraft operated provided:</p> <ul style="list-style-type: none"> <li>a) Aileron trim is verified neutral prior to each flight, and</li> <li>b) Aileron Trim Power switch is selected OFF.</li> </ul> <p>NOTE 1: Aileron Trim EICAS indication may be inoperative.</p> <p>NOTE 2: Aileron Trim must be in neutral position to comply with flight control forces and autopilot control requirements.</p> <p>NOTE 3: Aileron Trim Fail Advisory Message will clear when Aileron Trim Power is selected OFF</p>
20-1	Rudder Pedal Adjustment	C	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Rudder pedal adjustment is secure</li> <li>b) Full range of travel is available, and</li> <li>c) Pedal position allows full range of motion and braking for affected crew member.</li> </ul>
20-2	Rudder Trim Fail Advisory Message and/or Rudder Trim EICAS Invalid Indication	C	1	0	<p>(O) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) Rudder trim is operative, and</li> <li>b) Rudder pedals are positioned neutral prior to each takeoff.</li> </ul>
20-3	Rudder Trim Power Switch Annunciation	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The switch "OFF" annunciation will not illuminate when selected,</li> <li>b) Affected switch is operative,</li> <li>c) Affected switch CAS message is operative, and</li> <li>d) Affected system is operative.</li> </ul>



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27	FLIGHT CONTROLS				
40-1	Stabilizer Trim Select Switch Annunciation	C	1	0	(O) May be inoperative provided: a) The switch "STBY" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
50-1	Flap Fault Advisory Message	C	1	0	
52-1	Flap Fail Caution Message	A	1	0	(O) May be displayed provided: a) Takeoff weight is limited to most restrictive of Maximum Takeoff Weight or 23.1 MFP Brake Energy for Emergency or Abnormal immediate return landing, b) Landing weight is limited to most restrictive of Maximum Landing Weight or 13.7 MFP Brake Energy for planned Normal landings, c) Aileron trim is operative, d) Flaps are verified in the UP position, e) Flaps are not used, f) Emergency or Abnormal Procedures with specific flap settings for landing are accomplished with Flaps UP and Vref + 25, g) AFM procedure (A1.1) REDUCED FLAP APPROACH AND LANDING is used for landing, and h) Repairs are made within three flight cycles.
					NOTE: Obtain Landing Brake Energy from AFM Performance Table 36-3 Landing Distance Flaps 35 Brake Energy and applicable Table 36-1 or 36-2 Runway Gradient Correction, Landing Brake Energy.

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27	FLIGHT CONTROLS				
60-1	Ground Spoiler Switch Annunciation	C	1	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Switch is verified on.
60-2	Spoiler Fault Advisory Message	C	1	0	

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28 FUEL				
00-1 MCDU Refuel System	C	1	0	May be inoperative provided the aircraft may be fueled by the external refuel panel, if available, or over the wing.
00-2 Overhead Refuel Enable Switch	C	1	0	May be inoperative provided the aircraft may be fueled by the external refuel panel, if available, or over the wing.
00-3 Refuel Enable Switch Annunciation	C	1	0	May be inoperative provided the switch "ON" annunciation will not illuminate when selected.
00-4 Ground Refuel Panel	C	1	0	May be inoperative provided the aircraft is refueled using MCDU or over the wing.
00-5 Single Point Refuel System	C	1	0	May be inoperative provided the aircraft may be fueled over the wing.
10-1 Single Point Refuel Cap	C	1	0	May be missing provided: a) Both refuel valves are verified closed, and b) Refueling adapter is verified to have no fuel leaking prior to each flight.
10-2 Single Point Refuel Cap Lanyard	D	1	0	May be missing or broken.
10-3 Wing Fuel Cap Lanyard	D	2	0	May be missing or broken provided the fuel cap is operative.
10-4 Wing Fuel Cap Lock (Keyed Lock)	D	2	0	May be inoperative provided the fuel cap is operative.

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28 FUEL				
20-1 APU Fuel Valve Fail Advisory Message	C	1	0	<p>Aircraft may be operated provided:</p> <ul style="list-style-type: none"> <li>a) The APU Fuel Valve Fail is extinguished when the APU is shutdown (valve closed), and</li> <li>b) The APU is not operated in flight.</li> </ul>
	A	1	0	<p>(M) Aircraft may be operated provided:</p> <ul style="list-style-type: none"> <li>a) The APU fuel valve is verified closed,</li> <li>b) The APU is not operated in flight, and</li> <li>c) Repairs are made within three flight cycles.</li> </ul> <p>NOTE: (Serials RC-59 &amp; after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.</p>
20-2 L Boost Pump Fail Caution Message	A	1	0	<p>(O) Aircraft may be operated provided:</p> <ul style="list-style-type: none"> <li>a) L Fuel Press Sw Fail Caution message is not displayed,</li> <li>b) Crossfeed is used for engine start,</li> <li>c) Motive flow is operative,</li> <li>d) Aircraft is not operated more than 1 hour at the one-engine-inoperative cruise speed from an adequate airport, and</li> <li>e) Repairs are made in three flight cycles.</li> </ul>

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28 FUEL				
20-3 R Boost Pump Fail Caution Message	A	1	0	(O) Aircraft may be operated provided: a) R Fuel Press Sw Fail Caution message is not displayed, b) Verify the DC FUEL PUMP is in Auto, c) Motive flow is operative, d) Aircraft is not operated more than 1 hour at the one-engine-inoperative cruise speed from an adequate airport , and e) Repairs are made in three flight cycles.
20-4 L or R Fuel Press Sw Fail Caution Message	B	2	1	Aircraft may be operated provided the affected boost pump is selected ON.  NOTE: Ground message before Engine Start only.
20-5 L-R Fuel Press Sw Fail Caution Message	B	1	0	Aircraft may be operated provided both boost pumps are selected ON.  NOTE: Ground message before Engine Start only.

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28	FUEL				
40-1	Fuel Quantity Indication with Fuel Qty Degrade Advisory Message	A	2	1	<p>One Fuel Quantity Indicator may be degraded (last 2 digits dashed) and Fuel Qty Degrade displayed provided:</p> <ul style="list-style-type: none"> <li>a) Flight crew maintains a log of fuel burned and added to maintain fuel balance,</li> <li>b) Flight crew monitors individual engine fuel flow / fuel used to maintain fuel balance within AFM limitations,</li> <li>c) APU operation is limited to 20 minutes total per flight leg, including ground operation time,</li> <li>d) Crew plans for 700 lbs pounds less than indicated for flight planning,</li> <li>e) Crew plans for 700 lbs pound more than indicated for weight calculations,</li> <li>f) Aircraft is not operated within 50 NM of thunderstorms,</li> <li>g) Aircraft is fueled with known quantity of fuel overwing or single point manual mode, and</li> <li>h) Repairs are made within three flight cycles.</li> </ul> <p>NOTE: Total Fuel Quantity indicator will be degraded.</p>
	(Continued)				

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28	FUEL				
40-1	Fuel Quantity Indication with Fuel Qty Degrade Advisory Message (Continued)	A	2	0	<p>Both Fuel Quantity Indicators may be degraded (last 2 digits dashed) and Fuel Qty Degrade displayed provided:</p> <ul style="list-style-type: none"> <li>a) Flight crew maintains a log of fuel burned and added to maintain fuel balance,</li> <li>b) Flight crew monitors individual engine fuel flow / fuel used to maintain fuel balance within AFM limitations,</li> <li>c) APU operation is limited to 20 minutes total per flight leg, including ground operation time,</li> <li>d) Crew plans for 1400 lbs pounds less than indicated for flight planning,</li> <li>e) Crew plans for 1400 lbs pound more than indicated for weight calculations,</li> <li>f) Aircraft is not operated within 50 NM of thunderstorms,</li> <li>g) Aircraft is fueled with known quantity of fuel overwing or single point manual mode, and</li> <li>h) Repairs are made within three flight cycles.</li> </ul> <p>NOTE: Total Fuel Quantity indicator will be degraded.</p>
	(Continued)				

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28	FUEL				
40-1	Fuel Quantity Indication with Fuel Qty Degrade Advisory message. (Continued)	A	2	1	<p>(O) One Fuel Quantity may be inoperative (4 digits dashed) and remaining indicator in degrade (last 2 digits dashed) with Fuel Qty Degrade displayed provided:</p> <ul style="list-style-type: none"> <li>a) Both tanks are completely filled or defueled to empty before each tank is refueled with known quantity of fuel by overwing or single point manual mode,</li> <li>b) Flight crew maintains a log of fuel burned and added to maintain fuel balance,</li> <li>c) Flight crew monitors individual engine fuel flow / fuel used to maintain fuel balance within AFM limitations,</li> <li>d) APU operation is limited to 20 minutes total per flight leg, including ground operation time,</li> <li>e) Aircraft is not operated within 50 NM of thunderstorms, and</li> <li>f) Repairs are made within three flight cycles.</li> </ul> <p>NOTE: Total Fuel Quantity indicator will be inoperative.</p>



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29	HYDRAULIC POWER				
00-1	Hydraulic Switch Annunciation  L Pump R Pump Power Transfer Unit	C	3	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
10-1	Ground Servicing Coupling Caps	B	4	0	(O) May be damaged or missing provided couplings are checked prior to each flight.
10-2	Ground Servicing Coupling Lanyards	D	4	0	May be damaged or missing.
12-1	Hydraulic Differential Pressure Indicators (DPI)	A	6	3	(O) May be extended provided: a) Affected DPI(s) are reset, b) DPI extension and reset is recorded in aircraft records, and c) Repairs are made within 10 Flight Hours.
30-1	Bootstrap Accumulator Pressure Indicators	C	2	1	(M) May be inoperative provided the accumulator pressure is verified using a calibrated gauge.
30-2	Hydraulic Quantity Indication (On Synoptic Page)	C	2	0	(O) May be inoperative provided the reservoir fluid level is verified adequate prior to engine start.
30-3	L Hyd Pump Fail/Off Advisory Message	B	1	0	(O) May be displayed provided the hydraulic pump is verified operative prior to each flight.
30-4	R Hyd Pump Fail/Off Advisory Message	B	1	0	(O) May be displayed provided the hydraulic pump is verified operative prior to each flight.

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30	ICE AND RAIN PROTECTION				
00-1	Anti-Ice Switch Annunciation  L Windshield Heat R Windshield Heat L Engine Anti-Ice R Engine Anti-Ice Wing Anti-Ice Tail De-Ice	C	6	0	(O) May be inoperative provided: a) The switch annunciation "ON" or "OFF" will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
10-1	Wing A-Ice Ovpres Caution Message	C	1	0	(O) Aircraft may be operated provided: a) Wing anti-ice is selected OFF and verified OFF, and b) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.
10-2	Wing A-Ice Temp Low Caution Message	C	1	0	(O) Aircraft may be operated provided: a) Wing anti-ice is selected OFF and verified OFF, b) Message extinguishes, and c) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.
10-3	L or R Wing A-Ice Fail Off Advisory Message	C	2	1	(O) Aircraft may be operated provided: a) Wing anti-ice is selected OFF and verified OFF, and b) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: HAWKER BEECHCRAFT MODEL 4000		REVISION NO: Original DATE: 06/16/2008	PAGE NO: 30-2
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30	ICE AND RAIN PROTECTION				
10-4	L-R Wing A-Ice Fail Off Advisory Message	C	1	0	(O) Aircraft may be operated provided: a) Wing anti-ice is selected OFF and verified OFF, and b) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.
10-5	Wing A-Ice Temp Fault Advisory Message	C	1	0	(O) May be displayed provided: a) Wing anti-ice is selected OFF and verified OFF, and b) Aircraft is not operated in visible moisture at less than 10 degrees Celsius.
10-6	Tail De-Ice Fail Caution Message	C	1	0	Aircraft may be operated provided the aircraft is not operated in visible moisture at less than 10 degrees Celsius.
10-7	Tail De-Ice Fault Advisory Message	C	1	0	

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30	ICE AND RAIN PROTECTION				
20-1	L or R Eng A-Ice Fail Off Caution Message	C	2	1	Aircraft may be operated provided: a) Affected engine anti ice switch is selected OFF, b) The aircraft is not operated in visible moisture at 10 degrees Celsius or below, and c) The airplane is not operated in known or forecast icing conditions.
20-2	L-R Eng A-Ice Fail Off Caution Message	C	1	0	Aircraft may be operated provided: a) Both engine anti ice switches are selected OFF, b) The aircraft is not operated in visible moisture at 10 degrees Celsius or below, and c) The airplane is not operated in known or forecast icing conditions.
20-3	L or R Eng A-Ice Fail On Advisory Message	C	2	1	Aircraft may be operated provided: a) Operating air temperatures are 10 degrees Celsius or less, and b) Aircraft performance calculations use data for Engine Anti-Ice ON.
20-4	L-R Eng A-Ice Fail On Advisory Message	C	1	0	Aircraft may be operated provided: a) Operating air temperatures are 10 degrees Celsius or less, and b) Aircraft performance calculations use data for Engine Anti-Ice ON.

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30	ICE AND RAIN PROTECTION				
20-5	L or R Eng A-Ice Ovpres Caution Message	C	2	1	(O) Aircraft may be operated provided: a) Affected engine anti-ice is selected OFF, b) Messages extinguishes, c) The aircraft is not operated in visible moisture at or below 10 degrees Celsius, and d) The airplane is not operated in known or forecast icing conditions.
		A	2	1	(M)(O) May be displayed provided: a) Affected engine anti-ice is selected and verified OFF, b) The aircraft is not operated in visible moisture at or below 10 degrees Celsius, c) The airplane is not operated in known or forecast icing conditions, and d) Repairs are made within three flight cycles.

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30 ICE AND RAIN PROTECTION				
30-1 L or R Pitot Heat Fail Caution Message	B	2	1	May be displayed provided: a) Airplane is operated VMC, b) Airplane is not operated in known or forecast icing conditions, and c) Standby Pitot Heat Fail CAS Message is not displayed.  NOTE: RVSM is not authorized.
30-2 L-R Pitot Heat Fail Caution Message	B	1	0	May be displayed provided: a) Airplane is operated Day VMC, b) Airplane is not operated in known or forecast icing conditions, and c) Standby Pitot Heat Fail CAS Message is not displayed.  NOTE: RVSM is not authorized.
30-3 Static Port Heat Fail Caution Message	B	1	0	May be displayed provided: a) Airplane is operated VMC, and b) Airplane is not operated in known or forecast icing conditions.  NOTE: RVSM is not authorized.
30-4 Stby Pitot Heat Fail Caution Message	B	1	0	May be displayed provided: a) Airplane is operated VMC, and b) Airplane is not operated in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION				
30-5	TAT Probe Heat Fail Advisory Message	B	1	0	<p>May be displayed provided the airplane is not operated in known or forecast icing conditions.</p> <p>NOTE 1: RVSM is not authorized.</p> <p>NOTE 2: Possible inaccuracies in True Airspeed data, may lead to annunciated failures of the autopilot, autothrottle and/or yaw damper.</p> <p>NOTE 3: Left and right target N1 values may differ as each engine is using its own temp sensor.</p>
80-1	Ice Detector 1 or 2 Fail Advisory Message	C	2	1	One may be displayed.
80-2	Ice Detector 1-2 Fail Caution Message	B	1	0	(O) May be displayed provided both wing ice lights are operative.
		B	1	0	(O) May be displayed provided aircraft is not operated at night.
					NOTE: See AFM Icing Limitations for cues of aircraft icing encounters.

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31	INDICATING/ RECORDING SYSTEMS				
20-1	Clock (within PFD)	C	-	-	As required by FAR.
30-1	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three flight day
1)	FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within 20 calendar days.
2)	FDR Recording Parameters Not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
	(Aircraft operated by other than Air Carrier or Commercial Operator certificate holder)	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.



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31	INDICATING/ RECORDING SYSTEMS				
40-1	MAU Fan Fail Advisory Message	C	1	0	May be displayed provided "MAU 1 Ovht", "MAU 2 Ovht" or "MAU 1-2 Ovht" Caution CAS Messages are not displayed.
50-1	Master Caution Light System (flashers)	B	2	1	One light assembly may be inoperative provided the remaining caution light assembly operates normally.
50-2	Master Warning Light System (flashers)	B	2	1	One light assembly may be inoperative provided the remaining warning light assembly operates normally.

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32 LANDING GEAR				
60-1 Gear System Fault Advisory Message	A	1	0	May be displayed provided repairs are made in three flight cycles.

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33 LIGHTS					
00-1 External Light Switch Annunciations  Ice Light Recognition Light Recog-Pulse Light Navigation Lights Taxi Lights L/R Landing Lights Logo Lights Strobe Lights Beacon	C	10	0	Switch "ON" annunciation may be inoperative provided affected lighting system is operative.	
00-2 Interior Light Control Switch Annunciation  Cockpit Light Master Seat Belt No Smoking	C	3	0	Switch annunciation "ON" or "OFF" may be inoperative provided affected lighting system is operative.	
00-3 Rear Equipment Bay Light	D	1	0		
10-1 Cockpit Area (overhead)	C	1	0	May be inoperative provided both Cockpit Reading Lights are operative	
	D	1		May be inoperative provided the aircraft is not operated at night.	
10-2 Cockpit Reading Lights	C	2	0	May be inoperative provided Cockpit Area light is operative.	
	D	2	0	May be inoperative provided the aircraft is not operated at night.	
10-3 Instrument Flood Lights	C	3	0	May be inoperative provided both Cockpit Reading Lights are operative.	
	D	3	0	May be inoperative provided the aircraft is not operated at night	

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33 LIGHTS				
10-4 Instrument Panel Light Systems	C	5	0	Individual electroluminescent zones may be inoperative provided: a) All required instruments, controls, and other devices are clearly illuminated, and b) Lighting configuration and intensity is acceptable to the flight crew.
	D	5	0	(O) May be inoperative provided the aircraft is not operated at night.
20-1 Cabin Interior Lighting System	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is verified operative, b) Sufficient Lighting is available for crew to perform required duty, and c) Sufficient Lighting is operative for passengers carrying operations at night.
	D	-	-	May be inoperative provided passengers are not carried.
20-2 Passenger Notice System / Signs (No Smoking) (Fasten Seat Belt) (Return-To Seat)	C	-	4	(O) If one or more "No smoking/Fasten Seat Belt/Return To Seat" signs are inoperative, the affected passenger or lavatory seat(s) may be occupied provided: a) Passenger Address System is operating normally and can be heard clearly throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened and smoking is prohibited.

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33 LIGHTS				
30-1 Internal and Exterior Baggage Light Assembly	D	3	0	
40-1 Landing Lights	C	2	1	One may be inoperative provided the Taxi Light is operative on the side of the inoperative landing light.
	D	2	0	May be inoperative provided the aircraft is not operated at night.
40-2 Taxi Lights	C	2	1	
	C	2	0	May be inoperative provided both landing lights are operative.
	D	2	0	May be inoperative provided the aircraft is not operated at night.
40-3 Position (Navigation) Lights	C	6	3	One bulb in each assembly may be inoperative.  NOTE: There are two bulbs in each position light assembly.
	D	6	0	May be inoperative provided the aircraft is not operated at night.
1) White Tail Position Light	C	2	0	(O) Both stationary white tail lights may be inoperative provide the white tail strobe light is operative and used for night operations.
40-4 Anti-Collision Beacons (Fuselage / Vertical Fin)	C	2	0	May be inoperative provided Wingtip and Tail Strobe lights are operative.
	B	2	0	May be inoperative provided the aircraft is not operated at night.

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33 LIGHTS				
40-5 Strobe Lights	C	3	0	May be inoperative provided Anti-Collision beacons are operative.
	B	3	0	May be inoperative provided the aircraft is not operated at night.
40-6 Recognition Lights	D	2	0	
1) Recognition Light Pulse Function	D	1	0	
40-7 Tail Flood Logo Assembly Lights	D	2	0	
40-8 Wing Ice Detection Lights	C	2	1	One may be inoperative provided: a) One Ice Detector is operative, and b) Ground de-icing procedures do not require their use.
	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, b) One Ice Detector is operative, and c) Ground de-icing procedures do not require their use.
40-9 Fuel Servicing Lights				
1) Ground Refueling Panel Service Door Light.	D	1	0	May be inoperative provided the fuel service area is adequately illuminated
2) Fuel Service Door Light Assembly (Single Point Refuel)	D	1	0	May be inoperative provided the fuel service area is adequately illuminated.

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33 LIGHTS				
50-1 Emergency Lighting Systems	D	1	0	May be inoperative provided no passengers are carried.
50-2 Emer Lights Disarmed Caution Message	C	1	0	(O) Aircraft may be operated provided the emergency lights are verified operative in the armed position.
	C	1	0	May be inoperative provided no passengers are carried.
50-3 Exterior Emergency Lighting System	C	3	0	May be inoperative provided passengers are not carried at night.
Over Wing Exit, RH Emergency light Assy- (Wing inspection) LH Emergency light Assy (Wing inspection)				
50-4 Main Entry Door Lights				
1) Main Door Step Lights	D	4	0	May be inoperative provided no passengers are carried
	C	4	0	May be inoperative provided the aircraft is not operated at night.
2) Main Entry Step Flood Light (forward door edge)	D	1	0	May be inoperative provided no passengers are carried
	C	1	0	May be inoperative provided the aircraft is not operated at night

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33 LIGHTS				
50-5 Interior Emergency Lighting System				
1) Double Club Configuration  1 –Forward Closet light 2 –Vestibule lights 4 –Forward Club Table Lights 4 –Aft Club Table Lights 1 –Forward Lav Vanity Light	C	12	5	Emergency lights that are required: 1. Light in FWD LH closet 2. one dome light in vestibule 3. one table light at fwd club 4. any two of five aft club table lights and fwd lavatory vanity light.
	D	12	0	May be inoperative provided passengers are not carried.
2) Left Hand Aft Divan Configuration  1 –Forward Closet light 2 –Vestibule lights 4 –Forward Club Table Lights 2 –Aft RH Club Table Lights 1 –Divan Center Reading Light 1 –Forward Lav Vanity Light	C	11	5	Emergency lights that are required: 1. Light in FWD LH closet, 2. one dome light in vestibule 3. one table light at fwd club 4. one table light at RH aft club 5. either the center reading light over divan or fwd lavatory vanity light
	D	11	0	May be inoperative provided passengers are not carried.
3) Flat Exit Signs	C	5	5	Two strings of LED's out of six strings of LED's may be inoperative in each flat Exit sign.
	C	5	0	May be inoperative provided passengers are not carried.
4) Pyramid Exit Sign	C	1	0	May be inoperative provided passengers are not carried
5) Floor Proximity Lights	C	10	8	Two WHITE floor proximity lights may be inoperative provided they are not adjacent.



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34 NAVIGATION				
00-1 Display 1	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 2 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.
1) Display 1 Fault Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 2 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.
2) Display 1 Ovht Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 2 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.

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34	NAVIGATION				
00-2	Display 2	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) The Avionics Bus Fault Advisory Message is not displayed, c) All reversion switches must be operative, d) Display 2 is selected OFF e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.
1)	Display 2 Fault Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) The Avionics Bus Fault Advisory Message is not displayed, c) All reversion switches must be operative, d) Display 2 is selected OFF e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.
2)	Display 2 Ovht Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) The Avionics Bus Fault Advisory Message is not displayed, c) All reversion switches must be operative, d) Display 2 is selected OFF e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.

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34	NAVIGATION				
00-3	Display 4	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is selected OFF, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.
1)	Display 4 Fault Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is selected OFF, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.
2)	Display 4 Ovht Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is selected OFF, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative e) Associated EFB function is considered inoperative, and f) Repairs are made in three flight cycles.

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34 NAVIGATION				
00-4 Display 5	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.
1) Display 5 Fault Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.
2) Display 5 Ovht Caution Message	A	1	0	(O) May be inoperative provided: a) The 4 remaining displays are operative, b) Display 4 is reverted to PFD, c) The Avionics Bus Fault Advisory Message is not displayed, d) All reversion switches must be operative, and e) Repairs are made in three flight cycles.

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34	NAVIGATION				
00-5	EICAS / MFD / PFD Reversion Switch	A	2	1	One may be inoperative provided: a) All Electronic Flight displays are operative, and b) Repairs are made in three flight cycles.
10-1	AIR REF Reversion Switch	C	2	1	One may be inoperative provided: a) Air data information is displayed on the pilot and co-pilot PFD's and b) The affected switch is not used during flight.
20-1	ATT REF Reversion Switch	C	2	1	One may be inoperative provided: a) Attitude information is displayed on the pilot and co-pilot PFD's and b) The affected switch is not used during flight.
40-1	Weather Radar System	C	1	0	As required by FAR.

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34	NAVIGATION				
40-2	Terrain Awareness	A	1	0	(O) May be inoperative provided:
1)	Warning System (TAWS) / Ground Proximity Warning System (GPWS) (Class A or B required)				a) Alternate procedures are established and used, and b) Repairs are made within two flight day.
***	(Class C TAWS or GPWS not required by FAR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.
a)	Modes 1-4 (Class A TAWS required by FAR)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established used, and b) Repairs are made within two flight days.
	Modes 1 & 3 (Class B TAWS required by FAR)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c)	Glideslope Deviation (Mode 5) (Class A TAWS required by FAR)	C	-	1	
		B	-	0	
***	Modes 2, 4 & 5 (Class B TAWS required by FAR) (Continued)	C	3	0	

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34	NAVIGATION				
	40-2 / (TAWS) / (GPWS) (Continued )				
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) ***	Windshear Mode (Reactive) (Class A TAWS required by FAR)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures.
	(Class B TAWS required by FAR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	(Continued)				

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34	NAVIGATION				
40-2	(TAWS) / (GPWS) (Continued )				
3)	Terrain Displays (Class A TAWS required by FAR)	C	-	1	
		B	-	0	
***	(Class B TAWS required by FAR)	C	-	0	
4)	Runway Awareness & Advisory System (RAAS)	C	1	0	
40-3	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(s)				Not allowed by installation.
3)	Traffic Alert Display System(s)				Not allowed by installation.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5)	Airspace Selection Function	C	-	0	



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34	NAVIGATION				
40-4	FMS 1 or 2 GPS Miscompare Caution Message	C	2	1	May be displayed provided affect FMS is not required for navigation.
40-5	FMS 1-2 GPS Miscompare Caution Message	C	1	0	May be displayed provided FMS is not required for navigation.
50-1	GPS 1 Fail Advisory Message	C	1	0	May be displayed provided affected GPS is not required for navigation.
50-2	GPS 2 Fail Advisory Message	C	1	0	May be displayed provided affected GPS is not required for navigation.  NOTE: Class II navigation not authorized
50-3	GPS 1-2 Fail Advisory Message	C	1	0	May be displayed provided GPS is not required for navigation.  NOTE: Class II navigation not authorized.
50-4	VHF 1 Navigation Systems (VOR/ILS)	B	1	-	May be inoperative provided: a) Not required by FAR, and b) Aircraft is not operated IFR.
50-5	VHF 2 Navigation Systems (VOR/ILS)	C	1	-	As required by FAR
50-6	Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by FAR may be inoperative.

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34	NAVIGATION				
50-7	ATC Transponder Automatic Altitude Reporting System	B	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned route of flight.  NOTE: One system must be operative for operations in RVSM airspace.
		D	2	1	Any in excess of those required by FAR may be inoperative.
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2)	ATC Transponder Ident Buttons	C	2	1	One may be inoperative provided MCDU Ident function is operative on affected side.
50-8	Marker Beacon	D	2	-	As required by FAR.
50-9	Automatic Direction Finder (ADF)	D	-	-	As required by FAR.

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34	NAVIGATION				
60-1	Data Management Unit	D	1	0	
60-2	Navigation Database	C	2	0	May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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35	OXYGEN				
00-1	Cockpit Synoptic Oxygen Display	C	1	0	(M)(O) May be inoperative provided: a) Oxygen supply is verified above minimum required for the flight prior to departure, and b) Aircraft is not operated above 25,000 feet MSL.  NOTE: The "Oxy Press Low" caution message may be displayed.
		C	1	0	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.  NOTE: The "Oxy Press Low" caution message may be displayed.
00-2	Oxy Press Low Caution Message	C	1	0	(M)(O) May be displayed provided: a) Oxygen supply is verified above the minimum required for the flight prior to departure, and b) Aircraft is not operated above 25,000 feet MSL.  NOTE: The synoptic oxygen contents indication may not display.
		C	1	0	(O) May be displayed provided flight remains at or below 10,000 feet MSL.  NOTE: The synoptic oxygen contents indication may not display.

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35 OXYGEN				
00-3 Oxygen Cylinders				
1) 50 Cubic Foot Bottles	A	2	1	(O) May be inoperative provided: a) Aircraft remains at or below 10,000 feet MSL, b) Passenger oxygen supply valve is verified closed, c) Passengers are appropriately briefed, d) Oxygen supply to the flight crew is verified adequate to meet AFM smoke procedures, e) Cockpit oxygen quantity indicator on the ESC synoptic display is verified to operate normally, and f) Repairs are made within three flight days.
2) 22 Cubic Foot Bottles ***	D	2	0	(M)(O) May be inoperative or removed provided oxygen supply to the flight crew and passengers is verified adequate to meet operations being conducted.
00-4 Oxygen Servicing Gauge (External)	C	1	0	(M)(O) May be inoperative provided cockpit gauge is verified operative.
	C	1	0	(O) May be inoperative provided aircraft remains at or below 10,000 feet MSL.

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35 OXYGEN				
20-1 Passenger Oxy Deploy Advisory Message	A	1	0	(O) May be displayed provided: a) Aircraft remains at or below 10,000 feet MSL if passengers are carried, b) Passenger oxygen supply valve is verified closed, c) Passengers are appropriately briefed, d) Oxygen supply to the flight crew is verified adequate to meet AFM smoke procedures, e) Cockpit oxygen quantity indicator is verified to operate normally, and f) Repairs are made within 3 flight cycles.
20-2 Passenger Oxygen System	C	1	0	(O) May be inoperative provided: a) Pressurization system operates normally, b) Aircraft is not operated above 25,000 feet MSL, c) Portable oxygen equipment and supply is provided to passengers as required by FAR, and d) Passengers are appropriately briefed.
	C	1	0	May be inoperative provided passenger oxygen is off and flight remains at or below 10,000 feet MSL.
	C	1	0	May be inoperative provided passenger oxygen is off and no passengers are carried.
20-3 Passenger Oxygen Masks and Stowage	C	-	-	(O) Individual Passenger Oxygen Masks may be inoperative provided associated seats are placarded "DO NOT OCCUPY".

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35 OXYGEN				
20-4 Lavatory Oxygen Drop Masks	C	2	0	May be inoperative provided: a) Lavatory seat is not occupied for takeoff and landing, b) Access to baggage compartment and lavatory is prohibited above 25,000 feet MSL, and c) Passengers are briefed.
30-1 Portable Oxygen System ***	D	-	-	Any in excess of those required by FAR may be unserviceable or missing.
30-2 Protective Breathing Equipment (PBE) (Smoke Hood)	D	-	1	Any in excess of those required may be inoperative or missing provided the inoperative PBE is placarded inoperative, adequate so it cannot be mistaken for a functional unit, and then either remain in an approved PBE stowage location or be removed from the aircraft with PBE location placarding obscured or removed.  NOTE: One PBE is required by aircraft Type Design.

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36	PNEUMATIC				
00-1	Bleed Air Switch Annunciations  L Bleed R Bleed	C	2	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Affected switch is operative, c) Affected switch CAS message is operative, and d) Affected system is operative.
00-2	Left or Right Bleed System	C	2	1	(O) One may be inoperative provided: a) Affected bleed is selected OFF and verified OFF, b) The airplane is not operated known or forecast icing conditions, c) Aircraft is operated at or below 25,000 feet MSL, and d) AFM Performance instructions for BLEED OFF operations are followed.  NOTE: Affected Bleed Off Advisory CAS messages will be displayed.
10-1	L or R Bleed Off Advisory Message	C	2	1	(O) May be displayed provided affected Bleed Air Valves are verified operative.
		C	2	1	(O) May be displayed provided: a) Affected bleed is selected OFF and verified OFF, b) The airplane is not operated in known or forecast icing conditions, c) Aircraft is operated at or below 25,000 feet MSL, and d) AFM Performance instructions for BLEED OFF operations are followed.



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36	PNEUMATIC				
10-2	L or R HP Bld Not Closed Caution Message	C	2	1	(O) May be displayed provided: a) Affected Bleed is selected OFF, b) Affected Bleed is verified closed, c) Bleed Isolation Valve is open and operative, d) The airplane is not operated known or forecast icing conditions, e) Aircraft is operated at or below 25,000 feet MSL, and f) AFM Performance instructions for BLEED OFF operations are followed.  NOTE: Affected Bleed Off Advisory CAS messages will be displayed.
20-1	L or R Bleed Fault Advisory Message	C	2	1	(O) Aircraft may be operated provided: a) Affected Bleed is selected OFF, b) Affected Bleed is verified closed, c) Isolation valve is open and operative, d) The aircraft is not operated in known or forecast icing conditions, e) Aircraft is operated at or below 25,000 feet MSL, and f) AFM Performance instructions for BLEED OFF operations are followed.  NOTE: Affected Bleed Off Advisory CAS messages may be displayed.

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36	PNEUMATIC				
20-2	L or R Bleed Temp High Caution Message	C	2	1	(O) Aircraft may be operated provided: a) Affected Bleed is selected OFF, b) Affected Bleed is verified closed, c) Message extinguishes, d) Isolation valve is open and operative, e) The aircraft is not operated in known or forecast icing conditions, f) Aircraft is operated at or below 25,000 feet MSL, and g) AFM Performance instructions for BLEED OFF operations are followed.  NOTE: Affected Bleed Off Advisory CAS message will be displayed.
20-3	L or R Pylon Vent Not Open Advisory Message	C	2	1	(O) Aircraft may be operated provided: a) Affected Bleed is selected OFF, b) Affected Bleed is verified closed, c) Isolation valve is open and operative, d) The aircraft is not operated in known or forecast icing conditions, e) Aircraft is operated at or below 25,000 feet MSL, and f) AFM Performance instructions for BLEED OFF operations are followed.  NOTE: Affected Bleed Off Advisory CAS message will be displayed.

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38	WATER/WASTE				
10-1	Potable Water System (Installed Pressure Pump System Only)	C	1	0	(M)(O) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected system components are verified not to have leaks.  NOTE: Any portion of the system, which operates normally, may be used.
		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced.
10-2	External Potable Water *** Servicing	D	1	0	(O)
30-1	Toilet System (excluding Drain Valve)	C	1	0	(M)(O) May be inoperative provided the toilet system is emptied and not used.
1)	Toilet Flushing Function	C	1	0	
2)	Toilet Drain Valve (external T handle)	C	1	0	(O) May be inoperative closed provided toilet waste does not exceed capacity.

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38	WATER/WASTE				
30-2	External Waste Service Cap Assembly (including Drain Valve)	B	1	0	(M)(O) May be inoperative in the open position provided: a) Flight is conducted in a unpressurized configuration, b) Airplane is operated at or below 14,000 feet MSL, c) Toilet is considered inoperative, d) System is drained, and e) Procedures are established to ensure that system is not serviced.
30-3	External Toilet Fill Service Function	C	1	0	(O)

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44	CABIN SYSTEMS				
00-1 ***	Prerecorded Passenger Announcement Systems	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
20-1	Airshow System	C	1	0	(M) May be inoperative provided: a) Airshow system is deactivated, and b) Passenger Address System is considered inoperative.  NOTE 1: Entertainment system and wash lighting will be inoperative.  NOTE 2: With wash lights inoperative and Main/Galley Cabin Power selected OFF, only Emergency Cabin Lighting remains operative.
1) ***	Airshow Flight Deck Control & Display	C	1	0	(M) May be inoperative provided the Cockpit Control and Airshow 4000 are deactivated.

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45	CENTRAL MAINTENANCE COMPUTER				
00-1	CMC Centralized Maintenance Computer / CMC Card / System	C	1	0	May be inoperative provided aircraft maintenance program does not require its use.  NOTE: CMC must be operative prior to performing any maintenance action that utilizes the CMC.
00-2	Maint Computer Fail Advisory Message (ground only)	C	1	0	Aircraft may be operated provided maintenance program does not require use of the CMC.  NOTE: CMC must be operative prior to performing any maintenance action that utilizes the CMC.

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46	INFORMATION SYSTEMS				
00-1	Electronic Checklist	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
10-1 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.  NOTE 1: If alternate source is electronic, dual redundancy is required for operation.  NOTE 2: Any function, program or document which operates normally may be used.
10-1- 1 ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
10-1- 2 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.
10-1- 3 ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
10-1- 4 ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

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46	INFORMATION SYSTEMS				
20-1	Pilot and/or Copilot Electronic Charts and Maps Function	C	2	1	(O) One may be inoperative provided: a) An alternate procedure is established and used to ensure current aeronautical information is available from another suitable source, and b) Remaining source of Electronic Charts and Maps is operative.  NOTE: If alternate source is electronic, dual redundancy is required for operation.
		C	2	0	(O) Both may inoperative provided an alternate procedure is established and used to ensure current aeronautical information is available from another suitable source.  NOTE: If alternate source is electronic, dual redundancy is required for operation.
20-1-1	Charts Database	C	2	0	(O) May be out of currency provided an alternate source of all aeronautical information is available at the pilot station in current and appropriate form.
20-2	Graphical Weather	C	1	0	May be inoperative provided alternate procedures are established and used to obtain Weather information.
		D	1	0	May be inoperative provide operations do not require its use. NOTE: Communication Management Function (CMF) VHF datalink provided through Honeywell Global Data Center or ARINC Direct.



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49	AIRBORNE AUXILIARY POWER				
00-1	Overhead Cockpit Switch Lights  APU Bleed Start/Stop APU Gen	C	3	0	(O) May be inoperative provided: a) The switch annunciation "ON" or "OFF" will not illuminate when selected, b) Affected switch is operative c) Affected switch CAS message is operative, and d) Affected system is operative.
00-2	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided an alternative air and power source are used for engine starts.  NOTE: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.
1)	APU Fail Advisory Message	C	1	0	Aircraft may be operated provided APU is considered inoperative.  NOTE: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.

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49	AIRBORNE AUXILIARY POWER				
10-1	APU Door Disagree Advisory Message	C	1	0	(M) Aircraft may be operated provided the APU door is closed prior to flight.  NOTE 1: APU may be unavailable in flight.  NOTE 2: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.
10-2	APU Air Inlet Door Actuator	C	1	0	(M) May be inoperative provided the APU door is closed prior to flight.  NOTE 1: APU is unavailable in flight.  NOTE 2: APU Door Disagree will be displayed with APU Door in the flight position for ground operation.  NOTE 3: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, or 401-3028 (SB-34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.

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49	AIRBORNE AUXILIARY POWER				
40-1	APU Starter Fail On Caution Message	C	1	0	(M)(O) Aircraft may be operated provided: a) APU is considered inoperative, and b) APU starter is secured.  NOTE: (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401- 3008, 401-3027, or 401-3028 (SB- 34-3040) Installed for Block Point Upgrade A) At least one Engine Generator or the APU Generator must be operating for electronic charts function to operate.

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52 DOORS				
10-1 Main Entry Door Lifting System	C	1	0	(O) May be inoperative provided: a) The door is verified to manually open and close freely, and b) The door motor cable retraction system is operative.
1) Main Entry Door Lifting Cables	A	2	1	(O) One may be damaged provided: a) Damaged cable winds normally, b) Damaged cable does not interfere with door operation, and c) Repairs are made in three flight cycles.
	A	2	1	(M) One may be removed provided repairs are made within 3 flight cycles.
10-2 Main Entry Door Seal	C	1	1	May be damaged provided: a) Damage is not within a 24 inch radius of the of the static port, b) Cabin Air Inflow Low CAS message is not displayed with both PACKs operative in normal flow, and c) Altitude is limited to 25,000 feet MSL.
	B	1	0	(O) May be torn or damaged provided: a) Door seal does not interfere with door operation, b) Flight is conducted in an unpressurized configuration, c) The Cabin Depressurization Dump switch is selected and operative, d) Airplane is operated at or below 14,000 feet MSL and e) Applicable Oxygen requirements are established and complied with
10-3 Main Entry Door Step Compartment Latches	C	4	2	(O) One on each compartment cover may be damaged or missing.

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52 DOORS					
30-1 External Baggage Door Cable	C	1	0		May be inoperative provided the door remains closed and locked.
30-2 External Baggage Door Cable Reel	C	1	0		May be inoperative provided the door remains closed and locked.
30-3 External Baggage Door D-Handle Retainer	C	1	0		(O) D-Handle retainer may be inoperative provided: a) Baggage door is closed and locked, and b) D-Handle is secured in it's recessed position.
40-1 Step Fairing Door Cables	C	2	1		One may be damaged or missing provided: a) Damaged cable does not interfere with door operation, b) Door is supported and stabilized to prevent damage while opening, and c) Weight is not applied to Step Fairing Door while accessing Aft Equipment Bay.

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52 DOORS				
70-1 Int Baggage Door Open Advisory Message	C	1	0	(O) Aircraft may be operated provided: a) Internal baggage door is verified closed and locked prior to flight, b) Baggage Smoke Detection System is operative, c) Interior baggage door remains closed for entire flight, d) Passengers are briefed, and e) Door is placarded "DO NOT OPEN IN FLIGHT"
	B	1	0	Aircraft may be operated provided aircraft remains at or below 25,000 feet MSL
70-2 Int Baggage Door Open Caution Message	C	1	0	(O) Aircraft may be operated provided: a) Internal baggage door is verified closed and locked prior to flight, b) Baggage Smoke Detection System is operative, c) Interior baggage door remains closed for entire flight, d) Passengers are briefed, and e) Door is placarded "DO NOT OPEN IN FLIGHT"
70-3 Exterior Door Open Caution Message	C	1	0	(O) Aircraft may be operated provided monitored doors are verified closed and locked prior to each flight.

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53 FUSELAGE				
30-1 Radome Lightning Strips	C	8	6	(M)(O) May be damaged or missing provided: a) Affected Lightning Strips are not adjacent, and b) Aircraft is not operated within 50 miles of potential lightning activity.
50-1 Fuselage to Wing Fairing Seals	C	-	-	(M) May be loose, damaged or missing provided flight crew verifies prior to each flight the installed tape remains secure.

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56	WINDOWS				
10-1	Cockpit Windshields (Front and Side) Fairing Sealant	C	-	-	May be damaged or missing.
20-1	Cabin Window Fairing Sealant	C	-	-	May be damaged or missing.



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57 WING				
20-1 Vortex Generators	C	24	20	Up to two may be damaged or missing per side, so long as the two are not adjacent.
20-2 Wing Panel Sealant (Fuel Access Panels)	C	-	-	May be damaged or missing on 2 wing panels per side.
40-1 Gap Band Leading Edge Sealant (Spanwise)	C	-	-	(O) Spanwise sealant may be loose or missing provided: a) Loose sealant is removed, b) The lower surface (spanwise) sealant may be missing in any quantity, and c) The upper surface (spanwise) sealant may be missing, up to a total length of 36" per wing.
40-2 Gap Band Leading Edge Sealant (Chordwise)	C	-	-	(M) (O) Chordwise sealant surrounding the leading edge access panels (around the <u>front</u> side of the leading edge) may be loose or missing provided: a) Loose sealant is removed, b) Chordwise sealant may be missing in any quantity provided the area is taped over with two inch (minimum) speed tape centered over the offending area and the tape is smooth and wrinkle free continuous around the affected area, c) The wing anti-ice must remain off, and d) The aircraft is not operated in known or forecast icing conditions.
50-1 Spoiler Seals	C	4	-	May be damaged or missing.
50-2 Flap Island Seals	C	4	-	May be damaged or missing.

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73	ENGINE FUEL & CONTROL				
00-1	Fuel/Ignition Switch Annunciation	C	2	0	(O) May be inoperative provided: a) The switch "OFF" annunciation will not illuminate when selected, b) Eng Shutdown Status message is operative, and c) Affected switch is operative.
00-2	Fuel/Ignition Switch Guard Spring	C	2	0	May be inoperative provided: a) Affected switch guard(s) are not broken or damaged, and b) Affected switch guard remains in the guarded position.
21-1	L or R FADEC Short TLD Advisory Message (Ground Only) (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	2	0	May be displayed provided repairs are made within 125 flight hours or 120 days whichever occurs first from the occurrence of the fault.
21-2	L-R FADEC Short TLD Advisory Message (Ground Only) (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	1	o	May be displayed provided repairs are made within 125 flight hours or 120 days whichever occurs first from the first posting of any FADEC Short TLD CAS message.  NOTE: If individual L or R FADEC Short TLD CAS message was posted prior to combination L-R FADEC Short TLD CAS message, the previous repair time interval must be maintained.

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73	ENGINE FUEL & CONTROL				
21-3	L or R FADEC Long TLD Advisory Message (Ground Only)  (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	2	0	May be displayed provided repairs are made within 600 flight hours or 24 months whichever occurs first from the occurrence of the fault.
21-4	L-R FADEC Long TLD Advisory Message (Ground Only)  (Serials RC-59 & after or Prior Serials <b>With</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	1	0	May be displayed provided LH or RH repairs are made within 600 flight hours or 24 months which ever occurs first from the first posting of any FADEC Long TLD CAS message.  NOTE: If individual L or R FADEC Long TLD CAS message was posted prior to combination L-R FADEC Long TLD CAS message, the previous repair time interval must be maintained.
21-5	L or R FADEC TLD Advisory Message  (Serials RC-7 thru RC-58 <b>Without</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	1	0	May be displayed provided repairs are made within 125 flight hours or 120 days whichever occurs first from the occurrence of the fault.  NOTE: Fault must be documented in aircraft records at the time of the occurrence. Faults that occur mid-flight segment must record the time when the CAS Message posted.

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73	ENGINE FUEL & CONTROL				
21-6	L-R FADEC TLD Advisory Message  (Serials RC-7 thru RC-58 <b>Without</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	1	0	May be displayed provided repairs are made within 125 flight hours or 120 days whichever occurs first from the first posting of any FADEC TLD CAS message.  NOTE: If individual L or R FADEC TLD CAS message was posted prior to combination L-R FADEC TLD CAS message, the previous repair time interval must be maintained.
21-7	Unannounced FADEC Faults (Interrogated FADEC Faults of L or R or L-R)  (Serials RC-7 thru RC-58 <b>Without</b> Kit 401-3007, 401-3008, 401-3027, 401-3028 (SB-34-3040) Installed for Block Point Upgrade A)	A	1	0	Aircraft may be operated provided repairs are made within 600 flight hours or 24 months, whichever occurs first, from the occurrence of the fault.
30-1	Fuel Flow Indication	C	2	1	(O) One may be inoperative provided both fuel quantity indications are operative.

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74	IGNITION				
00-1	Continuous Ignition Switch Annunciation  L Cont Ignition R Cont Ignition	C	2	1	(O) May be inoperative provided: a) The switch "ON" annunciation will not illuminate when selected, b) Affected switch is operative, and c) Affected switch MFD "IGN" indication is operative.
20-1	Ignition System	C	4	3	One ignition source on one engine may be inoperative provided the aircraft is not operated in any precipitation, known or forecast icing, or from contaminated runways.  NOTE: Engine ignition control changes ignition channels on each engine start.

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76	ENGINE CONTROLS			
00-1	Engine Sync Fail Advisory Message	C	1	0
				Aircraft may be operated with message displayed provided engine sync is considered inoperative.

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77	ENGINE INDICATING				
30-1	L or R Eng Vib Fail Advisory Message (Ground Only)	C	2	1	(O) Aircraft may be operated provided: a) The crew monitors engine vibration abnormalities (felt), and b) All other engine indications are normal, displayed and operative.
30-2	L-R Eng Vib Fail Advisory Message (Ground Only)	C	1	0	(O) Aircraft may be operated provided: a) The crew monitors engine vibration abnormalities (felt), and b) All other engine indications are normal, displayed and operative.

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78	ENGINE EXHAUST				
30-1	L or R Thrust Rvsr Fault Advisory Message	C	2	1	(M)(O) Aircraft may be operated provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the aircraft, and b) Both thrust reversers are deactivated and locked in the stowed position by use of lockout straps.  NOTE: AFM Performance for NO REVERSE THRUST must be used for Takeoff on a Wet Runway.
30-2	L-R Thrust Rvsr Fault Advisory Message	C	1	0	(M)(O) Aircraft may be operated provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the aircraft, and b) Both thrust reversers are deactivated and locked in the stowed position by use of lockout straps.  NOTE: AFM Performance for NO REVERSE THRUST must be used for Takeoff on a Wet Runway.
30-3	L or R Thrust Rvsr Unlock Caution Message	C	2	1	(M)(O) Aircraft may be operated provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the aircraft, and b) Both thrust reversers are deactivated and locked in the stowed position by use of lockout straps.  NOTE: AFM Performance for NO REVERSE THRUST must be used for Takeoff on a Wet Runway.



SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

78	ENGINE EXHAUST				
30-4	L-R Thrust Rvsr Unlock Caution Message	C	1	0	(M)(O) Aircraft may be operated provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the aircraft, and b) Both thrust reversers are deactivated and locked in the stowed position by use of lockout straps.  NOTE: AFM Performance for NO REVERSE THRUST must be used for Takeoff on a Wet Runway.
30-5	Thrust Reverser Door Strap Lock Screws	D	20	0	May be missing provide the thrust reversers are operative and/or the lockout straps are not required.
30-6	Thrust Reverser Shutoff Valve Deactivation Pin	D	2	0	May be missing provided the affected thrust reverser is operative.
30-7	Thrust Reverser Shutoff Valve Lanyards	D	2	0	May be damaged or missing provided the affected thrust reverser is operative.
30-8	Thrust Reverser System	D	2	0	(M)(O) May be inoperative provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the aircraft, b) Both thrust reversers are deactivated and locked in the stowed position by use of lockout straps, and c) No Thrust Reverser related CAS message(s) are displayed.  NOTE: AFM Performance for NO REVERSE THRUST must be used for Takeoff on a Wet Runway.

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79	ENGINE OIL				
30-1	L or R Eng Chip Detect Advisory Message	A	2	1	(M)(O) May be displayed provided: a) The fault is due to the system circuitry or switch (no chips present), and b) Repairs are made in three flight cycles.
		C	2	1	(M)(O) May be displayed provided the associated magnetic chip detector is verified free of ferrous particles before each flight cycle.
30-2	L-R Eng Chip Detect Advisory Message	A	1	0	(M)(O) May be displayed provided: a) The fault is due to the system circuitry or switch (no chips present), and b) Repairs are made in three flight cycles.
		C	1	0	(M)(O) May be displayed provided the associated magnetic chip detectors are verified free of ferrous particles before each flight cycle.

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	4. REMARKS AND EXCEPTIONS		

80	STARTING				
10-1	L or R Start Valve Fail Caution Message	A	2	0	<p>(M) May be displayed provided:</p> <ul style="list-style-type: none"> <li>a) The manual start over-ride procedure is used for engine start,</li> <li>b) Manual start valve is verified closed prior to and after engine start, and</li> <li>c) Repairs are made within three flight cycles.</li> </ul> <p>NOTE 1: Message may or may not be a continuous display depending upon the valve failure.</p> <p>NOTE 2: Affected engine(s) may be limited in flight to Windmilling Engine Airstart Procedure.</p>
10-2	Start Valve(s)	A	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The manual start over-ride procedure is used for engine start,</li> <li>b) Manual start valve is verified closed prior to and after engine start, and</li> <li>c) Repairs are made within three flight cycles.</li> </ul> <p>NOTE: Affected engine(s) will be limited in flight to Windmilling Engine Airstart Procedure.</p>