



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

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## FLIGHT STANDARDIZATION BOARD REPORT

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Revision: 1

Hawker Beechcraft Corporation

**Model 4000**  
TCDS # T00013WI

Date: 01/10/2012  
Johnathon A Vetter, Chairman  
Flight Standardization Board

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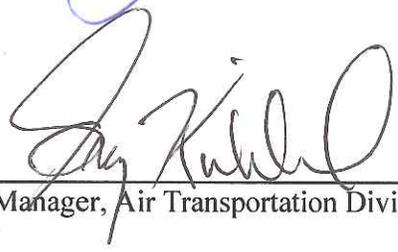
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MANAGEMENT COORDINATION SHEET



\_\_\_\_\_  
Manager, Kansas City Aircraft Evaluation Group

1/27/12  
\_\_\_\_\_  
Date



\_\_\_\_\_  
Manager, Air Transportation Division, AFS-200

03/23/2012  
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Date

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Manager, General Aviation and Commercial Division, AFS-800

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Date

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MANAGEMENT COORDINATION SHEET

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Walter J. Hutchings  
Manager, Kansas City Aircraft Evaluation Group

Date

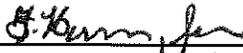
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Manager, Air Transportation Division, AFS-200

Date

**DEC 12 2011**

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Manager, General Aviation and Commercial Division, AFS-800

Date

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REVISION RECORD

<b>Revision</b>	<b>Sections</b>	<b>Date</b>	<b>Chairman</b>
Draft	All	08/25/2006	John Vetter
Original	All	06/06/2008	John Vetter
Revision 1	3, 4, 5, 6, 7, 10, 11	01/10/2012	John Vetter

**Highlights of Change**

**Revision 1:** Revise FSB Report to address Differences for 4000 Block Point Upgrade (BPU)  
3.2 MDR for BPU differences  
4.0 ODR for BPU differences  
5.0 Add Differences Training for BPU  
6.0 Add Differences Checking for BPU  
7.0 Add Differences Currency for BPU  
10.1.6 Add operational compliance for Electronic Charts and Checklists  
10.1.7 Add Non-ETOPS Area of Operations determination.  
11.0 Add CCD specification for Level C training devices  
Appendix 1, Add MDR Table  
Appendix 2, Add BPU ODR Tables

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## 1. PURPOSE AND APPLICABILITY

### 1.1 Purpose

This FSB report specifies master training, checking, and currency requirements applicable to flight crewmembers operating Hawker Beechcraft Corporation (HBC) Model 4000. This report provides guidance to operators under 14 CFR Part 91 & 135, FAA Principal Inspectors, Part 142 Training Centers, Part 141 Approved Schools and other training providers.

The Model 4000 Flight Standardization Board (FSB) convened to evaluate proposed training, checking, and currency requirements for pilots operating the RA-4000 aircraft. The FSB evaluated operating characteristics and techniques to propose training, checking and currency requirements applicable to the RA-4000 aircraft. The objectives of this FSB were to:

- Determination of Pilot Type Rating.
- Identify training, checking and currency requirements.
- Establish Master Common Requirements for the RA-4000 aircraft.
- Review AFM and Checklist procedures for operational suitability.
- Describe acceptable training program and training device characteristics.

### 1.2 Applicability

In accordance with existing 14 CFR Regulations, the provisions of this report apply to all operations of an RA-4000 airplane. This report is also applicable to all training and checking conducted in the aircraft, as well as the currency and experience provisions. This report is effective until amended, superceded or withdrawn by subsequent revision.

The guidelines in this report apply to: Operations Aviation Safety Inspectors, Principal Operations Inspectors (POIs), Training Center Program Managers (TCPMs), Aircrew Program Managers (APMs), 14 CFR Part 135 Air Carrier Check Airmen and Instructors, Airline Transport Pilots instructing in air transportation service, Certificated Flight Instructors, Aircrew Program Designees, and Training Center Evaluators.

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## 2. TYPE RATING DETERMINATION

### 2.1 Background

In conducting its evaluation of the RA-4000 the Board utilized the evaluation process outlined in Advisory Circular AC 120-53 and the Common Procedures Document for Conducting Operational Evaluation Boards (JAA, TCCA, FAA) dated 10 June 2004. The Board evaluated the RA-4000 design and operating characteristics in the Areas of Operation required for a Airline Transport Pilot and Aircraft Type Rating by the Practical Test Standard (PTS). For the purpose of design and operating characteristics the RA-4000 is a Transport Category, Multiengine, Turbojet, Land aircraft that requires Two Pilot Flight Crewmembers.

The RA-4000 aircraft is a 39,500 LBS, Part 25 Turbojet aircraft powered by 2 P&W 308A Turbofan engines with FADEC. Flight controls are mechanical for roll and pitch with an electrically controlled hydraulically actuated rudder. Spoilers are hydraulically driven providing roll control augmentation, speed brakes and ground spoilers. Flaps are electrically driven and no leading edge devices are installed. The avionics suite is Honeywell Primus EPIC utilizing five display units. The center display unit is an EICAS providing aircraft indications and CAS messaging with 414 possible CAS messages.

The FSB requested and received an RA-4000 Application for Pilot Type Rating from Raytheon Aircraft Company (RAC). T5 tests were conducted to validate proposed training, checking and currency February 6-24, 2006. FSB members completed ground school for the RA-4000 aircraft provided through Flight Safety International, Raytheon Learning Center. No approved simulator or training device was available at the time of the FSB. A Flight Training Device under development was utilized for systems integration training and checklist review with Normal, Abnormal and Emergency Procedures. Flight training was conducted in the actual aircraft by RAC. Training was consistent with that proposed by RAC and provided under the supervision of RAC.

### 2.2 Determination of Pilot Type Rating

In accordance with 14 CFR Parts 1 and 61, the pilot type rating for the Model 4000 is designated as "RA-4000" June 2, 2006. All maneuvers required by the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards are applicable. No aircraft specific flight maneuvers are specified. Airmen who successfully complete a practical examination in the Model 4000 receive an "RA-4000" type rating on their pilot certificate. The RA-4000 aircraft requires two pilots for all operations.

### 2.3 Determination of Second-In-Command Pilot Type Rating

The Second-In-Command Pilot Type Rating (RA-4000 SIC PRIVILEGES ONLY) may be issued in accordance with 14 CFR Part 61.55. In addition to training in accordance with 61.55, the items identified in paragraph 5.1.5 Seat Dependant Task Training must be performed and 5.1.6 Flight Crew Emergency Training must be accomplished for all SIC qualifications in the RA-4000.

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### 3. MASTER REQUIREMENTS (MCR and MDR)

#### 3.1 Master Common Requirements (MCR)

- Landing Minima Category for the RA-4000 is generally Category “C” for normal straight in approaches (Flaps 35) and Category “C” for normal circling approaches (Flaps 20 or 35) unless otherwise required by 14 CFR Regulations or Operations Specifications.
- Normal “Landing Flap Setting” is Flap 35.
- Normal “Takeoff Flap Setting” is Flap 0, 12 or Flap 20.
- “No Flap” Approach & Landing is not waived. Training and checking is required.
- Normal straight-instrument approaches are flown with Flaps 35 from the FAF and use of the FMS for constant angle non-precision approaches is recommended, if possible.
- Normal Circling approaches are flown Flaps 35 from the FAF to landing.
- Autopilot Engage Altitudes are in accordance with AFM Limitations for specific condition

#### 3.1.1 Areas of Special Emphasis

The FSB has determined that certain aspects of pilot knowledge, skills and abilities are especially critical to safe operation of the RA-4000 and must be emphasized during training and evaluated during checking for the RA-4000.

- CAS discipline and CAS messaging function is important because of the large amount of information available through CAS and the need to use it without being distracted.
- All the combinations FMS and Ground Based navigation information must be understood to safely and reliably operate the aircraft during instrument approaches, including the use of vertical navigation functions.
- Integrated use of the autopilot and auto-throttle including knowledge of FMS Speeds associated with auto-throttles is critical to energy management and knowing what thrust mode is controlling the auto-throttle.
- Flight control techniques for the Fly-by Wire rudder requires an awareness of the rudder pedal force characteristics and the lack of any engine failure cues feeding through the rudder pedals.
- Crosswind landing techniques at maximum demonstrated crosswind components and use of Ground Attitude Clearance Chart.
- Takeoff and Landing procedures must include training in transfer of flight controls and transition to tiller control of nose wheel steering because no rudder pedal nose wheel steering is available.
- The need to plan and use the maneuvers procedure with CRM for Takeoff and Go-Around due to rapid acceleration and climb performance leaving no time for reading checklists until cruise climb is established.
- Knowledge of aircraft performance determination should be emphasized. Additional training is necessary to master performance calculation because of the use of Pressure Altitude Increment (PAI) procedures and determination of departure climb gradients to altitude.

#### 3.2 Master Difference Requirements (MDR)

Master Difference Requirements for RA-4000 related aircraft are shown in Appendix 1. These provisions apply for differences between RA-4000 which affect crew knowledge, skills or abilities related to flight operation safety. MDR Footnotes define additional conditions of the MDR.

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#### **4. OPERATOR DIFFERENCE REQUIREMENTS TABLES (ODR)**

4.1 ODR Tables: Acceptable ODR Tables for RA-4000 related aircraft are shown in Appendix 2. The ODR tables represent an acceptable means to comply with MDR provisions based on those differences and compliance methods shown. The tables do not necessarily represent the only acceptable means of compliance for operators with airplanes having other differences, where compliance methods (e.g., devices, simulators, etc.) are different.

4.2 ODR Tables: Operators flying a "mixed fleet" of related RA-4000 aircraft must have approved ODR tables pertinent to their fleet.

4.3 ODR Table Coordination: Unless identical or equivalent ODR tables have been previously approved by the FAA, new ODR tables proposed by operators should be coordinated with the FSB prior to FAA approval and implementation. FSB coordination ensures consistent treatment of related RA-4000 aircraft between various operators, and compatibility of each ODR table with MDR provisions. Original FAA approved ODR tables are to be retained by the operator. Copies of FAA approved ODR tables are to be retained by the Certificate Holding District Office (CHDO) and should be provided to the RA-4000 FSB Chairman at the applicable AEG.

#### **5. FSB SPECIFICATIONS FOR TRAINING**

##### 5.1 Training Requirements

Training must meet 14 CFR Part 61 requirements for the addition of an RA-4000 Type Rating. The provisions of this FSB report are intended to apply to airmen with previous turbojet experience. For airmen without previous turbojet experience, additional training requirements will be necessary. Training must include the subjects and maneuvers listed in the Master Requirements, Areas of Special Emphasis, of this report. No credit is given for aircraft training received in other aircraft. All training and checking must be conducted in accordance with the AFM procedures and POM recommended maneuvers.

Initial Level E training is required. Simulator Task Credit may be given in accordance with Airline Transport Pilot and Aircraft Type Rating Practical Test Standards.

The following subject areas are applicable to the RA-4000 and are critical to safe operation of the RA-4000 aircraft and must be included for a comprehensive training program:

- Takeoff Safety, Performance planning & decisions, contaminated runways
- High altitude conditions and aerodynamics
- RVSM, TCAS, TAWS and Windshear functions and procedures
- LRN / Extended Overwater, as applicable
- Inflight and Ground Icing Awareness
- CRM and CFIT procedures
- Training should address communications, navigation, and surveillance (CNS) functions  
Flight Crews should receive instruction in operational functions, appropriate uses for areas of operation, routes, or procedures to be flown. Training in use of data link communication and Automatic Dependent Surveillance (ADS) to ensure adequate knowledge, skill, and proficiency for flight crews to operate the above system(s).

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5.1.1 Initial / Transition / Upgrade Training: Must meet existing 14 CFR Regulations and FAA guidance requirements for applicable training.

5.1.2 Requalification Training: Must meet existing 14 CFR Regulations and FAA guidance requirements for applicable training.

5.1.3 Recurrent Training: Must meet existing 14 CFR Regulations and FAA guidance for applicable training.

5.1.4 Differences Training: Unless an initial or transition program is completed for each related aircraft, differences training is necessary for each related aircraft or type, as provided in MDR and ODR tables. Differences Training Program prerequisite is that a trainee has completed initial, upgrade, or transition training in one related aircraft and will receive differences training for the other related aircraft. Coverage of differences may be completed either coincident with each phase of an initial, upgrade, or transition training course, or following completion of that training course. The differences training must be consistent with the provisions of the approved applicable MDR/ODR Tables.

5.1.4.1 Recurrent Differences: Recurrent Training must include Differences Training consistent with the provisions applicable MDR/ODR Tables for mixed-fleet-flying.

5.1.5 Seat Dependant Task Training: Seat dependant tasks are Level B from left to right and Level E from right to left. RA-4000 tasks, procedures, or maneuvers with seat dependent elements are: Ground Handling (control yoke/tiller control transfer), Environmental Controls, RTO, TO & GA Procedures, Emergency Procedures.

5.1.6 Flight Crewmember Emergency Training: Crewmember training in emergency equipment and evacuation procedures is required. Evacuation procedures training must include passenger briefing requirements to comply with AFM Limitations.

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## **6. FSB SPECIFICATIONS FOR CHECKING**

### 6.1 Checking Requirements

Checking requirements apply separately to the RA-4000 in accordance with 14 CFR Regulations. All checking requirements (61.58, 61.63, 61.157, and 135.293) will be administered in accordance with the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards.

Initial Level E checking is required. Simulator Task Credit may be given in accordance with Airline Transport Pilot and Aircraft Type Rating Practical Test Standards.

Level C checking is required for Differences consistent with the provisions of applicable MDR/ODR Tables for mixed-fleet-flying.

The RA-4000 is considered a separate type of aircraft as described in 14 CFR 135.293(b) for the purpose of recurrent checking. Twelve month testing currency applies to the RA-4000 exclusively for compliance with 14 CFR 135.293.

All checking must include evaluation of the subjects and maneuvers listed in the Master Requirements, Areas of Special Emphasis, of this report and the following subject areas:

- Takeoff Safety, Performance planning & decisions, contaminated runways
- High altitude conditions and aerodynamics
- RVSM, TCAS, TAWS and Windshear functions and procedures
- LRN / Extended Overwater, as applicable
- Inflight and Ground Icing Awareness
- CRM and CFIT procedures
- CNS functions, datalink and ADS

A pilot being checked for the addition of a PIC type rating or PIC proficiency check must occupy the left pilot seat due to an inability to demonstrate aircraft ground handling from the right seat.

## **7. FSB SPECIFICATIONS FOR CURRENCY**

Currency requirements (61.55, 61.56, 61.57, and 135.247) for the RA-4000 are Level E and require RA-4000 experience in accordance with applicable 14 CFR Regulations.

Differences Currency for Mixed Fleet Flying Operations. These are shown in MDR/ODR tables. Level C Currency is maintained by flight operation of the differences airplane each 180 days. Currency may be re-established by completing a flight operation with a qualified check airmen or alternatively by meeting currency requirements of 14 CFR 61.57 (c) or (d) in the applicable difference airplane.

Instrument experience to satisfy 14 CFR 61.57(c) is not RA-4000 exclusive provided RA-4000 currency requirements are maintained.

Re-establishing currency for the RA-4000 is in accordance with existing 14 CFR Regulations and FAA guidance for Recency of Experience and Requalification.

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## 8. SPECIFICATIONS FOR IOE / SOE / SLF

Initial Operating Experience, Supervised Operating Experience, and Supervised Line Flying are in accordance with existing 14 CFR Regulations for assigned flight crew position in the RA-4000.

For the purpose of obtaining operating experience or receiving a line check, the Pilot-in-Command of the RA-4000 aircraft must occupy the left pilot seat due to the lack of nose wheel steering to demonstrate ground handling from the right seat.

## 9. ADDITIONAL FSB FINDINGS AND RECOMMENDATIONS

### 9.1 Instructors, Check Airman and Examiners

For the purpose of checking, FAA Aviation Safety Inspectors, Designated Pilot Examiners, Training Center Evaluators and Check Airmen must be PIC qualified in the RA-4000.

Examiners and Check Airmen should have 100 hours PIC in the RA-4000 and maintain currency in accordance with this report.

## 10. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

A Compliance Checklist has been completed for the RA-4000 and included in Appendix 4 to this report. It is provided as an aid to identify those specific regulations and policies for which compliance has already been demonstrated to the FAA for this aircraft. The checklist also notes regulations or policies for which compliance remains to be demonstrated.

### 10.1 Specific Compliance Items

10.1.1 Emergency Evacuation Demonstration has not been conducted. Aircraft complies with 25.803. Operators must comply with 135.331(3)(iii).

NOTE: Water Barrier and Water Barrier Briefing are always required regardless whether the operation is Extended Overwater by regulation. (See AFM Limitations)

10.1.2 Ditching Demonstration and compliance with 25.801 has not been demonstrated. Operators must comply with 135.331(3)(iii).

10.1.3 Forward Observer Seat Available forward passenger seats were evaluated and found not suitable for conducting enroute inspections per 135.75(b). Evaluation of the optional Forward Observer Seat in accordance with AC 120-83 is found to be suitable for 135.75(b) compliance. The FSB determines, in accordance with AC 120-83, use of the Forward Observer Seat for flight crew observation tasks is required in the Model 4000 aircraft.

10.1.4 Proving Tests have not been conducted to satisfy 14 CFR 135.145 and should be conducted in accordance with FAA Order 8900.10, Volume 3, Chapter 29. (FSIMS)

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10.1.5 Validation Tests to satisfy 14 CFR 135.145(d) should not be given credit for previous operation of turbojet airplane of the same make due to lack of similarity of aircraft system automation and integration with other aircraft of the same make. It may be acceptable to give credit for of turbojet airplanes of similar design provided design similarity can be substantiated.

10.1.6 Electronic Flight Bag

10.1.6.1 Electronic Approach Charts (IAPs, SIDs, STARs, Airport Diagrams)

Electronic Charts (approach charts only) added with Honeywell Load 20. Chart use is menu driven on the MFD using respective CCD. Cursor control of Electronic Charts is workload intensive due to cursor positioning for selections, panning and formatting display for the charts. Crew coordination is necessary to organize MFD information to simultaneously display of Electronic Charts, Electronic Checklist and Navigation Display information.

10.1.6.2 Electronic Checklist (Normal, Abnormal and Emergency)

Electronic Checklist is added with Honeywell Load 20. Checklist use is menu driven on the MFD using respective CCD. The Electronic Checklist does not alleviate the need for the printed Pilot Checklist due to lack of MFD availability at all times during flight operations and some Abnormal Procedures not code-able in electronic format. Electronic Checklist is suitable for use when available. Some Electronic Checklist procedures direct user to use the printed Pilot Checklist. Printed Pilot Checklist is required to be available for use at the pilot station in all phases of flight.

10.1.7 One Engine Inoperative 180 Minute Area of Operations: The maximum distance for Non-ETOPS area of operations is 1109 NM based on ETOPS instructions for Single Engine Performance in the Pilot Operating Manual (P/N 401-590001-0005 Reissue B or later because previous POMs lack Single Engine, high speed performance data).

## **11. FSB SPECIFICATIONS FOR SIMULATORS AND DEVICES**

Requests for device approval should be made in accordance with FAA procedures. Flight Training Device and Flight Simulator characteristics must comply with applicable 14 CFR Regulations. Credit for training, checking and currency in an approved Flight Training Device (FTD) or Simulator is allowed in accordance with the Simulator Task Credit given in accordance with Airline Transport Pilot and Aircraft Type Rating Practical Test Standards or current guidance in FAA Order 8900.1 FSIMS, as applicable, except where this report is more restrictive.

Any Flight Simulation Training Device (FSTD) (Level C, D or E training) must incorporate a CCD with form, fit, and function equivalent to the CCDs used in the aircraft. Proficient pilot use of the CCD is critical to operation of the Honeywell EPIC avionics system.

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**12. APPLICATION OF FSB REPORT**

All RA-4000 operations are subject to the provisions of this report. This report becomes effective when given final approval by the FAA.

All training, checking and currency for the RA-4000 aircraft must be conducted in accordance with all provisions of this report. All FAA Approved Training Programs must incorporate the latest FAA Approved AFM Procedures, AFM compliant checklist, manufacturer's recommendations for training maneuvers and all provisions of this report.

**13. ALTERNATE MEANS OF COMPLIANCE**

Alternate means of compliance to the requirements of this report must be approved by the FSB. If alternate compliance is sought, operators must show that the proposed alternate means provides an equivalent level of safety to the provisions of AC 120-53 and this FSB report. Analysis, demonstrations, proof of concept testing, differences documentation or other evidence may be required.

13.1 Equivalent Safety

Significant restrictions may apply in the event alternate compliance is sought, and the reporting requirements may be increased to ensure equivalent safety. FAA will generally not consider relief through alternate compliance unless sufficient lead-time has been planned by an operator to allow for any necessary testing and evaluation.

13.2 Interim Programs

In the event of clearly unforeseen circumstances in which it is not possible for an operator to comply with provisions of this report, the operator may seek an interim program approval rather than a permanent alternate compliance method. Financial arrangements, scheduling adjustments and other such reasons are not considered "unforeseen circumstances" for the purposes of this provision. Interim program approvals must be approved by the FSB Chairman.

**14. MISCELLANEOUS RECOMMENDATION**

Due to the level of aircraft systems integration in the RA-4000, the FSB recommends strict adherence to the manufacturer's latest Normal, Abnormal and Emergency Pilot Checklists, FAA Approved Aircraft Flight Manual procedures and Pilot Operating Manual maneuvers profiles to prevent unintended negative effects from integration.

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**APPENDICES**

Appendix 1 – MDR Table (Attached)

Appendix 2 – ODR Table (Attached)

Appendix 3 – Sample Training Program (Reserved)

Appendix 4 – Compliance Checklist (Attached)

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**APPENDIX 1 – MASTER DIFFERENCES REQUIREMENTS (MDR)**

AIRPLANE TYPE RA-4000		<i>FROM AIRPLANE</i>			
		RA-4000	RA-4000 BPU*		
T O  A I R P L A N E	RA-4000 BPU*	C/C/C	A/A/A		
	RA-4000	A/A/A	C/C/C		

\* Block Point Upgrade A (BPU) provides new intended functions and changed functionality with installation of Honeywell EPIC software Load 20.0 and Sundstrand software Load 18.0.

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**APPENDIX 2 – OPERATOR DIFFERENCES REQUIREMENTS (ODR)**

Definitions used in the ODR Tables:	
X	= Pilot's Operating Handbook / Flight Manual
CBT	= Computer Based Training
CPT	= Cockpit Procedures Trainer
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 1 to 7)
FBS	= Fixed Base Simulator (Level 5 to 7)
FFS	= Full Flight Simulator (Level A, B, C, D)
Flight Characteristics includes performance and/or handling	

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: RA-4000 Block Point Upgrade (TD5229WI-T)										
BASE AIRCRAFT: RA-4000					TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
General Airplane Configuration	No Change									
Weights	MTOW increase to 39,500 pounds (previous to BPU)	NO	NO	X				A	B	
Airworthiness Limitations	MTOW, 10 minute Takeoff Power for PW308A engine, Cat 2 Approach Approval Limitation Not Use Vertical Profile Display	NO	YES		X			B	B	
Placards, Markings & Annunciations	New FADEC CAS Messages New Data Link CAS Message Change APU CAS Message Split TRU CAS Message	NO	YES		X			B	B	
Engines	10 Minute Takeoff Power Time Limited Dispatch FADEC	NO	YES		X			B	B	
Flight Deck	Electronic Checklist Electronic Approach Charts Graphical Weather thru CMF using VHF TOLD Data	NO	YES			FTD		C	C	
Instrument Panel Layout	Change Manual Pressurization Indications	NO	NO	X				A	A	
Cabin	SATCOM	NO	YES	X				A	B	
Flight Controls	STAB Trim Indicator scaling & TO Trim Warning Margin changed.	NO	NO	X				A	A	
Aerodynamic Controls	No Change									
MMEL	TLD, Fuel System, Electronic Checklist, EFB Charts, Graphical Weather, CMF, VHF	NO	YES		X			B	B	
Integration	NIM 2, Marker Beacon Hi/Lo selection	NO	NO	X				A	A	

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SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: RA-4000 Block Point Upgrade (TD5229WI-T)										
BASE AIRCRAFT: RA-4000					TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHKG	CURR	
Engine Start	No Change									
Preflight	Add TOLD Data to FMS Min Speed for Approach TOLD active Cruise Alt / Optimum Alt Tables for FMS performance	NO	YES		X			B	B	
Taxi	No Change									
Takeoff	No Change									
RTO Or V1 Fail	Engine Failure on Takeoff, PW308A Approved for 10 Minutes at Takeoff Power	YES	YES		X			B	B	
Climb Cruise Decent	No Change									
Instrument Approaches	Add Dual WAAS/GPS Add RNP enroute Add LPV & annunciations Add LNAV/VNAV & Baro-VNAV Temperature Compensated Baro-VNAV RNP Approaches (with RF Legs)(RNP 0.3) CAT 2 Instrument Approach Approval Go-Around Auto LNAV EFB Charts	YES	YES			FTD		C	C	
Landing	APU ON Landing approval	NO	YES	X				A	A	
Normal Procedures	Electronic Checklist Electronic Approach Charts Instrument approach procedures	NO	YES			FTD		C	C	
Abnormal Procedures	Electronic Checklist	NO	YES			FTD		C	C	
Emergency Procedures	Electronic Checklist	NO	YES			FTD		C	C	
In-Flight Maneuvers	No Change									

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<b>SAMPLE DIFFERENCES TABLE</b>				<b>COMPLIANCE METHOD</b>					
<b>DIFFERENCE AIRCRAFT: RA-4000 Block Point Upgrade (TD5229WI-T)</b>									
<b>BASE AIRCRAFT: RA-4000</b>				<b>TRAINING</b>				<b>CHKG/CURR</b>	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
21 Air Conditioning	Outflow Valve screen to prevent debris Baggage Door CAS Message to 35,000ft	NO	NO	X				A	A
22 Auto-Flight	Auto Throttle Go-Around with use of FMS Speed schedule AFCS Max Speed Mode engage (FLC) TO/GA Pitch Target Change	YES	YES		X			B	B
23 Communications	No Change								
24 Electrical Power	Sundstrand 18.0, Essential Buss Items, VHF1 on Battery Buss EMER GEN AUTO on ground fixed APU Load Shed EICAS Battery Voltage Indication TRU Overheat / Overload now separate	NO	YES		X			B	B
25 Equipment / Furn.	No Change								
26 Fire Protection	FOPS Test all on Battery Power (no longer do test 2X)	NO	YES	X				B	B
27 Flight Controls	STAB Trim Indicator scaling & TO Trim Warning Margin changed.	NO	NO	X				A	A
28 Fuel	Fuel Tank Flammability (14 CFR 25 amd 102) New Minimum Fuel for Engine Start Limit Minimum Fuel Quantity to run fuel pumps	NO	NO	X				A	A
29 Hydraulic	Updates on Hydraulic Synoptic Display	NO	NO	X				A	A
30 Ice / Rain	Amber ICING CAS include system faults	NO	YES		X			B	B
31 Indicating/Record	CVR Updates FDR Updates New CAS Messages	NO	YES		X			B	B
32 Landing Gear	No Change								
33 Lights	Emergency Lights on HMDG Power	NO	NO	X				A	A
34 Navigation	Airspeed Trend Vector visible with Bug	NO	NO	X				A	A
34 Navigation	FMS GPS Navigation Page on EMER GEN FMS AUTO Speed on Go-Around RNP (enroute and approach) Go-Around Auto LNAV Reactive Windshear Warning RAAS	YES	YES			FTD		C	C

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SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: RA-4000 Block Point Upgrade (TD5229WI-T)									
BASE AIRCRAFT: RA-4000				TRAINING				CHKG/CURR	
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
35	Oxygen	No Change							
36	Pneumatics	No Change							
38	Waste / Water	No Change							
45	Maintenance Computer	FADEC Fault messages CMC update	NO	NO	X			A	A
46	Information Systems	Electronic Checklist Electronic Approach Charts (Approach, Airport Diagrams, SIDS, STARS) Paperless Jeppesen Terminal Airspace Charts	NO	YES			FTD	C	C
49	APU	APU Unattended Mode approval APU ON for Landing approval	NO	YES	X			A	A
52	Doors	No Change							
54	Nacelles/Pylons	No Change							
55	Horizontal & Vertical Stab.	STAB Indicator scale and Takeoff Warning Margins	NO	NO	X			A	A
56	Windows	Windshield Heat Overheat sensing	NO	YES	X			A	A
72	Engine (turbine)	No Change							
73	Fuel Controls	FADEC TLD	NO	YES		X		B	B
74	Engine Ignitions	No Change							
75	Engine Bleed Air	No Change							
76	Engine Controls	No Change							
77	Engine Indicating	No Change							
78	Exhaust	No Change							
79	Engine Oil	Chip Detect Indications include failure. (remove from FADEC Fault CAS Message)	NO	NO	X			A	A
80	Engine Starting	Auto-abort motoring removed Temperature/Time Abort trigger	NO	YES	X			A	A

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Definitions used in the ODR Tables:	
X	= Pilot's Operating Handbook / Flight Manual
CBT	= Computer Based Training
CPT	= Cockpit Procedures Trainer
ICBT	= Interactive Computer Based Training
FTD	= Flight Training Device (Level 1 to 7)
FBS	= Fixed Base Simulator (Level 5 to 7)
FFS	= Full Flight Simulator (Level A, B, C, D)
Flight Characteristics includes performance and/or handling	

SAMPLE DIFFERENCES TABLE					COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: RA-4000 RC-58 & prior without BPU A										
BASE AIRCRAFT: RA-4000 Block Point Upgrade A					TRAINING				CHKG/CURR	
DESIGN	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR	
General Airplane Configuration	No Change									
Weights	MTOW increase to 39,500 pounds (previous to BPU)	NO	NO	X				A	B	
Airworthiness Limitations	MTOW, 5 minute Takeoff Power for PW308A engine NoCat 2 Approach	NO	YES		X			B	B	
Placards, Markings & Annunciations	Single FADEC CAS Messages Change APU CAS Message Composite TRU CAS Message	NO	YES		X			B	B	
Servicing	No Change									
Engines	5 Minute Takeoff Power No Time Limited Dispatch FADEC	NO	YES		X			B	B	
Flight Deck	Manual Entry TOLD Data	NO	YES			FTD		B	B	
Instrument Panel Layout	Change Manual Pressurization Indications	NO	NO	X				A	A	
Cabin	No SATCOM	NO	YES	X				A	B	
Flight Controls	STAB Trim Indicator scaling & TO Trim Nuisance TO Warning for Trim	NO	NO		X			A	B	
Aerodynamic Controls	No Change									
MMEL	Applicability for TLD, Fuel System, Electronic Checklist, EFB Charts, Graphical Weather, CMF, VHF	NO	YES		X			B	B	
Integration	Marker Beacon Hi/Lo selection Inop	NO	NO	X				A	A	

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SAMPLE DIFFERENCES TABLE				COMPLIANCE METHOD					
DIFFERENCE AIRCRAFT: RA-4000 RC-58 & prior without BPU A									
BASE AIRCRAFT: RA-4000 Block Point Upgrade A				TRAINING				CHKG/CURR	
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	LVL A	LVL B	LVL C	LVL D	CHK	CURR
Engine Start	No Change								
Preflight	Manual TOLD Data entry to FMS No Cruise Alt / Optimum Alt Tables for flight performance calculations	NO	YES		X			B	B
Taxi	No Change								
Takeoff	No Change								
RTO Or V1 Fail	Engine Failure on Takeoff, PW308A Approved for 5 Minutes at Takeoff Power	YES	YES		X			B	B
Climb Cruise Decent	No Change								
Instrument Approaches	GPS only, No WAAS No RNP enroute No LPV & annunciations No LNAV/VNAV to DA No Temperature Compensated Baro-VNAV No RNP Approaches No CAT 2 Instrument Approach Approval	NO	YES		X			B	B
Instrument Approaches	Go-Around manual FMS & NAV selection	YES	YES			FTD			
Landing	No APU ON Landing approval	NO	YES	X				A	A
Normal Procedures	No Electronic Checklist No Electronic Approach Charts Instrument approach procedures	NO	NO		X			B	B
Abnormal Procedures	Follow published procedures	NO	NO	X				A	A
Emergency Procedures	Follow published procedures	NO	NO	X				A	A
In-Flight Maneuvers	No Change								

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<b>SAMPLE DIFFERENCES TABLE</b>				<b>COMPLIANCE METHOD</b>					
<b>DIFFERENCE AIRCRAFT: RA-4000 RC-58 &amp; prior without BPU A</b>									
<b>BASE AIRCRAFT: RA-4000 Block Point Upgrade A</b>				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
21 Air Conditioning	Baggage Door CAS Message wrong alt.	NO	NO	X				A	A
22 Auto-Flight	Approach and Go-Around MAN SPD only AFCS Max Speed Mode engage (FLC) TO/GA Pitch Target always 10 degrees	YES	YES		X			B	B
23 Communications	No Change								
24 Electrical Power	Sundstrand 17.0, Essential Buss Items, No VHF1 tuning on EMER GEN EMER GEN OFF for Engine Start APU Load Shed EICAS Battery Voltage Indication disappears during APU Start. 1 CAS MSG for both TRU Overheat & Overload	NO	YES		X			B	B
25 Equipment / Furn.	No Change								
26 Fire Protection	FOPS Test done 2X	NO	YES	X				B	B
27 Flight Controls	STAB Trim Indicator scaling & TO Trim Warning Margin inaccuracy	NO	NO	X				A	A
28 Fuel	Not Fuel Tank Flammability compliant (14 CFR 25 amd 102)	NO	NO	X				A	A
29 Hydraulic	Anomalies on Hydraulic Synoptic Display	NO	NO	X				A	A
30 Ice / Rain	Amber ICING CAS only for Ice Detected with ice projection OFF	NO	YES		X			B	B
31 Indicating/Record	Different CAS Messages	NO	YES		X			B	B
32 Landing Gear	No Change								
33 Lights	Emergency Lights On with EMER GEN	NO	NO	X				A	A
34 Navigation	No GPS Navigation on EMER GEN Airspeed Trend Vector covered with Bug No RNP No Reactive Windshear Warning No RAAS	NO	YES		X			B	B
34 Navigation	Go-Around MAN SPD only Go-Around manual FMS & NAV selection	YES	YES			FTD		C	C
35 Oxygen	No Change								

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<b>SAMPLE DIFFERENCES TABLE</b>				<b>COMPLIANCE METHOD</b>					
<b>DIFFERENCE AIRCRAFT: RA-4000 RC-58 &amp; prior without BPU A</b>									
<b>BASE AIRCRAFT: RA-4000 Block Point Upgrade A</b>				<b>TRAINING</b>				<b>CHKG/CURR</b>	
<b>SYSTEM</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>LVL A</b>	<b>LVL B</b>	<b>LVL C</b>	<b>LVL D</b>	<b>CHK</b>	<b>CURR</b>
36	Pneumatics	No Change							
38	Waste / Water	No Change							
45	Maintenance Computer	Only 1 FADEC Fault messages	NO	NO	X			A	A
46	Information Systems	No Electronic Checklist No Electronic Approach Charts	NO	NO	X			A	A
49	APU	No APU Unattended Mode approval APU OFF for Landing	NO	YES	X			A	A
52	Doors	No Change							
54	Nacelles/Pylons	No Change							
55	Horizontal & Vertical Stab.	STAB Indicator scale and Takeoff Warning Margins	NO	NO	X			A	A
56	Windows	Windshield Heat Overheat sensing	NO	YES		X		B	B
72	Engine (turbine)	No Change							
73	Fuel Controls	No FADEC TLD	NO	YES		X		B	B
74	Engine Ignitions	No Change							
75	Engine Bleed Air	No Change							
76	Engine Controls	No Change							
77	Engine Indicating	No Change							
78	Exhaust	No Change							
79	Engine Oil	Chip Detect Indications included in FADEC Fault CAS Message	NO	NO	X			A	A
80	Engine Starting	Manual FUEL / IGN to abort starts	NO	YES		X		B	B

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**APPENDIX 4 - AIRCRAFT REGULATORY COMPLIANCE  
CHECKLIST**

Following regulatory compliance is determined for factory original airplanes as of June 6, 2008.

14 CFR	Requirement	Compliance	Remark	FSB Finding
91.9(a)	Compliance with Flight Manual, Markings, and Placard Markings	The airplane meets the 14CFR 25.1545 through 25.1563 and 25.1583 through 25.1587 for Approved Airplane Flight Manual.	Operating limitations are included in AFM Section 2 Markings and Placards are in the Illustrated Parts Catalog.	Complies
91.9(b)(1)	Availability of Current Airplane Flight Manual in Aircraft	The airplane meets the 14CFR 25.1581 regulations. A current, approved Airplane Flight Manual and revisions of AFM are distributed to the operator.	Current AFM is furnished with each airplane. Revisions to AFM are distributed to the operator. AFM is placed in specific cockpit compartment.	Complies
91.9(c)	Identification of Aircraft in Accordance with 14 CFR Part 45	The airplane is identified in accordance with 14CFR Part 45 regulations.	Fireproof identification placard with all information required by Part 45 is mounted on the rear, outside part of fuselage below horizontal stabilizer. Appropriate registrations marks are painted on aircraft skin according to the 14 CFR 45 regulations.	Complies
91.103(a)	IFR Flight Planning and Fuel Requirements	Airplane fuel consumption and speed / range information is contained in the POM.	Pilots Operating Manual Section 4.	Complies
91.103(b)(1)	Preflight Planning Runway Performance Data	Airplane complies with Part 25 for Takeoff and Landing Performance data.	AFM Section 5, Performance	Complies
91.126(c)	On or In The Vicinity of an Airport in Class G Airspace Minimum Certificated Landing Flap Setting	Normal Minimum Certificated Landing Flap Setting is Flaps 35.	AFM Section 5, Performance	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.191	Category II and Category III Manual	Aircraft is not certified for Category II or Category III operations at initial TC evaluation.		Category I Only
91.203 (a)&(b)	Valid Airworthiness Certificate, Flight Permit, Registration Certificate.	The airplane has an appropriate and current airworthiness certificate, as required by 14 CFR 91.203.	Operator has all required certificates displayed at the cockpit entrance.	Operator Responsibility
91.203(c)	Fuel Tanks in the Passenger/Baggage Compartment	All fuel tanks for the airplane are installed in wing compartments.	No fuel tanks installed in the Passenger/Baggage Compartment	Complies
91.203(d)	Fuel Venting and Exhaust Emissions Requirements	The airplane meets the 14CFR 34 as amended in accordance with certification basis of the aircraft.	See TCDS for Certification Basis of the aircraft.	Complies
91.205(a)	Powered Civil Aircraft with Standard Category U.S. Airworthiness Certificates: Instrument and Equipment Requirements: General	The airplane may operate in any operation described in regulations 14CFR 91.205 (b) through (f).	AFM Section 2, Limitations, Kinds of Operation Limits.	Complies
91.205(b)	Day VFR Equipment	The airplane is equipped as required in 14CFR 91.205 (b) - Visual-flight rules (day).	AFM Section 2, Limitations, Kinds of Operation Limits.	Complies
91.205(c)	Night VFR Equipment	The airplane is equipped as required in 14CFR 91.205 (c) - Visual-flight rules (night).	AFM Section 2, Limitations, Kinds of Operation Limits.	Complies
91.205(d)	IFR Equipment	The airplane is equipped as required in 14CFR 91.205 (d) - Instrument flight rules.	AFM Section 2, Limitations, Kinds of Operation Limits.	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.205(e)	Flight at and Above FL240	The airplane is equipped as required in 14CFR 91.205 (e) - see remark.	Aircraft has both DME and RNAV.	Complies.
91.205(f)	Category II Operations	The airplane is not certificated for equipment required in 14CFR 91.205 (f) for Category II operations.		Category I Only
91.205(g)	Category III Operations	The airplane is not certificated for equipment required in 14CFR 91.205 (g) for Category III operations.		Category I Only
91.207 (a)&(b)	Emergency Locator Transmitter (ELT)	The airplane is equipped as required by 14CFR 91.207 (a).	Artex C406-2 ELT is installed at manufacture.	Complies
91.207(c)	Emergency Locator Transmitter (ELT) Batteries	The airplane has the approved ELT battery maintenance procedures.	ELT maintenance and inspection is covered by ICA.	Operator Responsibility
91.207(d)	Emergency Locator Transmitter (ELT) Maintenance	The airplane has inspection procedures for the installed transmitting equipment.	ELT maintenance and inspection is covered by ICA.	Operator Responsibility
91.209(b)	Operate an aircraft equipped with an anticollision light system.	Airplane is equipped with both an aviation red anticollision light system (beacon) and an aviation white anticollision light system (strobe)		Complies
91.211(b)	Supplemental Oxygen: General	The airplane meets the 14CFR 25.1441 through 25.1449 regulations.	2 quick donning masks in cockpit, optional 3 <sup>rd</sup> crew mask available opposite forward avionics rack, emergency supplemental oxygen in cabin	Complies Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.213	Inoperative Instruments and Equipment	The airplane has an approved Minimum Equipment List as required by 14CFR 91.213 regulations.	FOEB has published Approved MMEL	Complies
91.215(a)	ATC Transponder and Altitude Reporting Equipment and Use	The airplane transponder and altitude reporting equipment meets the 14CFR 91.215(a) regulations.	Dual Mode S transponders and altitude reporting ADCs installed	Complies
91.215 (b)(c)(d)	Transponder Operation	The airplane transponder and altitude reporting equipment meets the 14CFR 91.215(b), (c), (d) regulations.	Dual Mode S transponders and altitude reporting ADCs transmitting in 100 ft. increments installed	Complies.
91.217	Data Correspondence Between Automatically Reported Pressure Altitude Data and the Pilot's Altitude Reference: ATC Directed Deviation	The airplane equipment meets the 14CFR 91.217 regulation.	The airplane is equipped with dual automatic pressure altitude reporting ADC equipment meeting TSO requirements.	Complies Operator Responsibility
91.219	Altitude Alerting System	The airplane equipment meets Altitude Alerting System requirements of 14CFR 91.219(b).		Complies.
91.221 (a)(b)	Traffic Alert and Collision Avoidance System (TCAS) Equipment and Use	The airplane is equipped with approved traffic alert and collision avoidance system	Aircraft equipped with L3 Communications TCAS 2000 providing TA / RA functions. TCAS manual required per AFM, Section 2	Complies
91.223(a)	Terrain Awareness and Warning System (TAWS)	The airplane equipment meets the 14CFR 91.223(a) regulation.	The airplane is equipped with TAWS system. Honeywell EGPWS meets the requirements for Class A of TSO C151a.	Complies
91.223(b)	Terrain Awareness and Warning System (TAWS)	Not applicable due to manufacture date.		Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.223(c)	AFM Procedures for TAWS	AFM has terrain warning response procedure and additional TAWS Procedures in Primus EPIC Pilot's Manual required by AFM Limitation.	AFM Section 2, Limitations and Section 3, Emergency Procedures	Complies
91.223(d)	Exceptions to TAWS	Exceptions	Model 4000 not authorized for operational exceptions.	Not applicable
91.409(a)	Inspections	The operator is responsible to inspect as required by 14CFR 91.409 regulations.	The airplane is inspected for the issuance of an airworthiness certificate in acc. with 14CFR part 21	Complies.
91.409(e)	Inspection	The airplane is large airplane subject to 91.409(e) and operator is responsible to inspect as required by 14CFR 91.409 regulations		Required
91.409 (f)(3)	Inspection	The operator is responsible to inspect as required by 14CFR 91.409 regulations	HBC has a manufacturer recommended inspection program available in IML	Complies
91.411	Altimeter System and Altitude Reporting Equipment Tests and Inspections	The operator is responsible for equipment testing required by 14CFR 91.411 regulations.	The manufacturer of the airplane conducted the tests required by paragraph 91.411 for issuance of airworthiness certificate.	Complies Operator Responsibility
91.413	ATC Transponder Tests and Inspections	The operator is responsible for equipment testing required by 14CFR 91.413 regulations	The tests required by paragraph 91.413 were conducted by the manufacturer for issuance of airworthiness certificate.	Complies Operator Responsibility
91.503 (a)(1)	Flying Equipment and Operating Information: Flashlights	Airplane flashlights meet the 14CFR 91.503(a)(1) regulations.	Aircraft has flashlights and holders installed in cockpit	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.503 (a)(2)	Cockpit Checklist	The Cockpit Checklist is furnished with each airplane as required by 14CFR 91.503(a)(2) regulation. (Hawker Beechcraft published Pilot Checklist, p/n 401-590001-0007 or subsequent replacement)	3 Volume Pilot Checklist is published by HBC  Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies.
91.503 (a)(3)&(4)	Aeronautical Charts	Airplane has provisions to stow Aeronautical Charts. Electronic Flight Bag provisions are available with BPU.	Aeronautical chart provisions are accessible to the pilot at the pilot station.  Electronic Flight Bag provisions available for IAPs, SIDs, STARs, and Airport Diagrams only.	Operator Responsibility
91.503 (a)(5)	One Engine Inoperative Climb Performance Data	AFM contains One Engine Inoperative Climb Performance Data as required by 14CFR 91.503(a)(5) regulation.	AFM Section 5, Performance: Use of multiple charts is required to determine climb gradient for departure to altitude.	Complies
91.503 (b)&(c)	Cockpit Checklist Contents	HBC published Pilot Checklist contains information as required by 14CFR 91.503(b) and (c) regulations.	HBC Pilot Checklist P/N401-59001-0007 or later equivalent P/N checklist. Any other FAA approved Pilot Checklist must comply with HBC Pilot Checklist procedure.  Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies
91.503(d)	Use of Data by Crew	Equipment, charts, and data provisions are accessible for the flight crew as required by 14CFR 91.503(d) regulation.		Complies  Operator Responsibility
91.505	Familiarity with Operating Limitations and Emergency Equipment	Operating Limitations and Emergency Equipment are available with procedures for use.		Complies  Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.507	Equipment Requirement: Over the Top, or Night VFR Operations	Airplane equipment meets the regulations for over-the-top or at night VFR operations. Landing lights meets 14CFR25.1383 regulations.	The airplane is equipped for IFR operations under 14CFR 91.205(d) and landing lights are installed.	Complies.
91.509(a)	Survival Equipment for Overwater Operations (life preserver / flotation means)	The airplane has provisions to store a life preserver or approved flotation means for each occupant per 14CFR 25.1411(f).	Life Preservers (TSO- C13) are installed from manufacturer.	Complies  Operator Responsibility
91.509(b)	Survival Equipment for Overwater Operations (extended overwater equipment)	The airplane is not certified to 14CFR25.801 for ditching.	None installed on standard aircraft type design.	Operator Responsibility
91.509 (d)&(e)	Survival Equipment for Overwater Operations (extended overwater equipment)	The airplane is not certified to 14CFR25.801 for ditching. No provisions for extended overwater equipment have been certified in this airplane.	None installed on standard aircraft type design.	Operator Responsibility
91.511	Radio Equipment for Overwater Operations	Airplane radio equipment meets 14CFR 91.511 regulations for overwater operations, more than 100 nautical miles.	See airplane operable equipment list and AFM Limitation for Headsets.  HF is optional	Complies
91.513(b)	Emergency Equipment	Airplane equipment meets 25.1561 regulations for stowage, access, marking and instructions.		Complies
91.513(c)	Emergency Equipment (Hand Fire Extinguisher)	Airplane equipment meets 25.851 regulations for hand fire extinguishers.	4 Handheld Fire Extinguishers are required for minimum certification.	Complies
91.513(d)	Emergency Equipment (First Aid Kit)	Airplane equipped with First Aid Kit.	One First Aid Kit is standard equipment.	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.513(e)	Emergency Equipment (Crash Axe)	Airplane equipped with Crash Axe	One Crash Axe in cockpit is standard equipment.	Complies
91.513(f)	Emergency Equipment (Megaphone)	Megaphones are not required by maximum passenger seating capacity.		Not Required
91.517	Passenger information	Airplane signs meet 14 CFR 91.517 regulations.	"Fasten Belts, No smoking", "EXIT" etc. Lights are installed. Seatbelt, NO Smoking and Emergency Lights are controlled from flightdeck.	Complies
91.519	Passenger Briefing	Before each takeoff all passengers are orally briefed so the 14 CFR 91.519 regulations are met.	This airplane has a special briefing requirement for the Cabin Door Water Barrier for each flight. See AFM Section 2, Limitations	Operator Responsibility
91.519 (b)&(c)	Passenger Briefing Cards	Passenger Briefing Cards are available from HBC. (Passenger Safety Procedure Guides, p/n 401-590001-0009)	Passenger Briefing cards are optional for 14 CFR Part 91 operations only	Operator Responsibility
91.521(a)	Shoulder Harness Flight Deck Stations	Flight Deck shoulder harnesses meet 25.785 for single point release safety belt and shoulder harness.		Complies
91.521(b)	Shoulder Harness Flight Attendant Seats	No Flight Attendant seats certified for this aircraft.		Not Required
91.525	Carriage of Cargo	Cargo compartment and cabinet stowage provisions meet 14 CFR 25.787 regulations	Airplane has suitable stowage provisions	Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.527 (b)&(c)	Operating in Icing Conditions	Ice Protection is certified to comply with 14 CFR 25.1419 for operation into known or forecast icing conditions for transport category airplanes.		Complies
91.529	Flight Engineer Requirements	Airplane is a 2 pilot airplane in accordance with 14 CFR 25/1523 for all kinds of operation.		Not Required
91.531 (a)(1)	Second in Command Requirements	The airplane is a Large Turbojet Airplane certified with minimum flight crew of 2 pilots required.		Second in Command required.
91.533	Flight Attendant Requirements	Flight Attendant not required by maximum passenger seating capacity.		Not Required
91.535	Stowage of Food, Beverages and Passenger Service Equipment.	Passenger service equipment is not available for this airplane.	Suitable stowage provisions for food and beverages are available	Operator Responsibility
91.603	Aural Speed Warning Device	The airplane equipment meets 14CFR 25.1303(c)(1).		Complies
91.605	Transport Category Civil Airplane Weight Limitations	The airplane equipment meets 14CFR 91.605 (b) required information	AFM Section 2, Limitations and Section 5, Performance	Complies
91.607	Emergency Exits for Airplanes Carrying Passengers for Hire	Not applicable by airplane certification basis		Not Required

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.609(a)	Operation with Inactive Flight Data Recorder or Cockpit Voice Recorder	The airplane is equipped with FDR per 14 CFR 25.1459 and a CVR per 14 CFR 25.1457.	L-3, FA-2100 installed for both FDR and CVR data	Complies.
91.609(b)	Operation by Other than Holder of Air Carrier or Commercial Certificate	The 14CFR 91.609(b) are met	See MMEL	Complies
91.609(c)	Requirements for Flight Data Recorder - 10+ passengers	The airplane maximum seating capacity is 10 passengers therefore a FDR may be required. Airplane is equipped with FDR per 14 CFR 25.1459.	L-3, FA-2100 FDR installed	Complies
91.609(d)	FDR Operations	Airplane is equipped with FDR per 14 CFR 25.1459.	The airplane FDR operates continuously as required by 14CFR91.609(d) regulation.	Complies.
91.609 (e)&(f)	Requirement for Cockpit Voice Recorder	The airplane cockpit voice recorder meets 14CFR25.1457 regulations and may operate as required by 14 CFR 91.609(e),(f) regulations.	L-3, FA-2100 CVR installed	Complies
91.609(g)	Accident Reporting	14CFR 91.609(g) regulations are met by operator retaining data for 60 days		Operator Responsibility
91.609 (h)(1)	CVR specifications effective April 7, 2012	Meets 14 CFR 25.1457(d)(6) for separate containers for CVR and FDR.	L-3, FA-2100 CVR	Complies
91.609 (h)(2)	CVR specifications effective April 7, 2012	Meets 14 CFR 25.1457(a)(3), (a)(4) &(a)(5) recording parameters.	L-3, FA-2100 CVR installed	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.609(i)	CVR specifications effective April 7, 2010	Airplane CVR meets 14 CFR 25.1457 and TSO-C123a	L-3, FA-2100 CVR installed	Complies
91.609(j)	CVR specifications effective April 7, 2010	Airplane CVR records datalink messages are not recorded per 14 CFR 25.1457(a)(6) because not in effect for certification basis of airplane.	Airplane does not comply at the time of this review but the compliance date is not yet in effect.	Does Not Comply
91.613	Materials for Compartment Interiors	The airplane meets the compartment interior requirements of 14 CFR 25.853 and 25.856 regulations.		Complies
91.801 (a)(2)	Part 36 Applicability	Section 91.813 is Reserved.	Specific applicability is not yet assigned.	See 91.805
91.805	Operating Noise Limits for Subsonic Airplanes	Airplane is certified to Stage 3 compliance.	AFM Section 5, Performance, Noise Characteristics	Complies
91.853	Operating Noise Limits for Subsonic Airplanes	Airplane is certified to Stage 3 compliance.	AFM Section 5, Performance, Noise Characteristics	Complies
91.1023 & 1025	Program Operating Manual Contents	The airplane manuals (and changes) are available for incorporation in support of contents requirements.	AFM, POM, Pilot Checklist, Passenger Safety Procedure Guides, Crash, Fire and Rescue Guide, IML(includes IPC, WDM, AMM, CMM, SRM, ALM, AMS, Placard Manual)	Operator Responsibility

←  
CVR

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.1033 (a)(1)&(b)	Cockpit Checklist	Hawker Beechcraft published Pilot Checklist, p/n 401-590001-0007 or subsequent replacement	Referenced Pilot Checklist contains 14 CFR 91.1033(b) required procedures. Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies
91.1033 (a)(2)&(c)	Emergency Cockpit Checklist	Hawker Beechcraft published Pilot Checklist, p/n 401-590001-0007 or subsequent replacement	Referenced Pilot Checklist contains 14 CFR 91.1033(c) required procedures. Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies
91.1033 (a)(3)	Aeronautical Charts	Airplane has provisions to stow Aeronautical Charts. Electronic Flight Bag provisions are available with BPU.	Aeronautical chart provisions are accessible to the pilot at the pilot station.  Electronic Flight Bag provisions available for IAPs, SIDs, STARs, and Airport Diagrams only.	Operator Responsibility
91.1033 (a)(4)	IFR Navigation/Approach Charts	Airplane has provisions to stow Navigational, Terminal Area and Instrument Approach Charts. Electronic Flight Bag provisions are available with BPU.	IFR Navigation/Approach Chart provisions are accessible to the pilot at the pilot station.  Electronic Flight Bag provisions available for IAPs, SIDs, STARs, and Airport Diagrams only.	Operator Responsibility
91.1035 (e)	Automated Briefing Recording	Cabin Entertainment System has provisions for an Automated Briefing.	Airplane requires special briefing for Cabin Door Water Barrier prior to each flight. AFM Section 2 Limitations	Operator Responsibility
91.1035 (f)	Passenger Briefing Cards	Passenger Safety Procedure Guides are available from manufacturer.	Appropriate Passenger Briefing Cards must be accessible to the each passenger.	Operator responsibility.

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.1045 (b)(1)	Cockpit Voice Recorder	The airplane is standard equipped with cockpit voice recorder per 14 CFR 91.1045(b)(1) regulation.	L-3, FA-2100 CVR installed	Complies
91.1045 (b)(2)	Flight Recorder	The airplane is standard equipped with flight data recorder per 14 CFR 91.1045(b)(2) regulation.	L-3, FA-2100 FDR installed	Complies
91.1045 (b)(3)	TAWS System	The airplane is standard equipped with TSO-151 Class A TAWS system per 14 CFR 91.1045(b)(3) regulation.	AFM Section 2, Limitations, Honeywell EGPWS Mk V and Mk VII Pilot Guide required	Complies
91.1045 (b)(4)	TCAS System	The airplane is standard equipped with L3 Communications TCAS II system	AFM, Section 2 Limitations, L3 Communications TCAS / ACAS II Pilot Guide required	Complies
91.1045 (b)(5)	Airborne Weather Radar Equip.	The airplane is standard equipped with Honeywell PRIMUS 880 digital weather radar per 14 CFR 91.1045(b)(5) regulation.	See Honeywell PRIMUS 880 Digital Weather Radar System Pilot's Guide	Complies
91.1109 (b)(1)	Manufacturer Aircraft Maintenance Inspection Program	Hawker Beechcraft Recommended Inspection program in Integrated Maintenance Library (IML)		Available
91.1115 (a)(1)	Minimum Equipment List	An approved Minimum Equipment List is published per 14 CFR 91.1115(a)(1) regulation.	Hawker Beechcraft Model 4000 MMEL available on FAA Website.	Complies
91.1411	Continuous Airworthiness Maintenance Program	Maintenance Program compliance with the 14CFR 91.1413 through 91.1443		Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
91.App A	Category II Operations	Airplane is certified for Category I operations only	AFM, Section 2 Limitations, Kinds of Operation List limits aircraft to Category I operations	Category II not approved.
91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace	Airplane is standard equipped with dual Honeywell Commercial Electronics Systems FMS. (NZ 7.01)	FMS is capable of MNPS navigation requirements	Operator Responsibility
91 App G	Operations in Reduced Vertical Separation (RVSM) Airspace	Airplane standard equipment is RVSM certified but Group Approval for RVSM operation has not been issued.	Airplane is RVSM capable but requires individual airframe approval.	Operator Responsibility
135. 21 & 23	Manual Requirements and Contents	The airplane manuals (and changes) are available for incorporation to meet 14 CFR 135.21 regulations.	AFM, POM, Pilot Checklist, Passenger Safety Procedure Guides, Crash, Fire and Rescue Guide, IML(includes IPC, WDM, AMM, CMM, SRM, ALM, AMS, Placard Manual)	Operator Responsibility
135.75(b)	Inspector's Credential: Admission to pilot's compartment: Forward Observer's Seat.	No forward passenger seat is suitable for enroute inspection.  The optional forward observer's seat is required to meet 135.75(b) and AC 120-83.	See FSB Report, 10.1 Specific Compliance Items.	Optional forward observer seat is required.

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.76(b)	DOD Commercial Air Carrier Evaluator's Credentials: Admission to Pilots Compartment: Forward Observer's Seat	No forward passenger seat is suitable for enroute inspection.  The optional forward observer's seat is required to meet 135.75(b) and AC 120-83.	See FSB Report, 10.1 Specific Compliance Items.	Optional forward observer seat is required.
135.81(c)	Aircraft Equipment Manuals and Aircraft Flight Manual	The airplane manuals (and changes) are available from the manufacturer.		Operator Responsibility
135.83 (a)(1)&(b)	Cockpit Checklist	Hawker Beechcraft published Pilot Checklist, p/n 401-590001-0007 or subsequent replacement	Referenced Pilot Checklist contains 14 CFR 135.83(b) required procedures. Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies
135.83 (a)(2)&(c)	Emergency Procedures Checklist	Hawker Beechcraft published Pilot Checklist, p/n 401-590001-0007 or subsequent replacement	Referenced Pilot Checklist contains 14 CFR 135.86(c) required procedures. Electronic Checklist is suitable for use but does not replace HBC Pilot Checklist requirement.	Complies
135.83 (a)(3)	Aeronautical Charts	Airplane has provisions to stow Aeronautical Charts. Electronic Flight Bag provisions are available with BPU.	Aeronautical chart provisions are accessible to the pilot at the pilot station. Electronic Flight Bag provisions available for IAPs, SIDs, STARs, and Airport Diagrams only.	Operator Responsibility
135.83 (A)(4)	IFR Navigation/Approach Charts	Airplane has provisions to stow Navigational, Terminal Area and Instrument Approach Charts. Electronic Flight Bag provisions are available with BPU.	IFR Navigation/Approach Chart provisions are accessible to the pilot at the pilot station. Electronic Flight Bag provisions available for IAPs, SIDs, STARs, and Airport Diagrams only..	Operator Responsibility
135.83 (A)(5)	Multiengine Aircraft One-Engine Climb Data	Airplane Flight Manual contains Single Engine Climb information required by 14 CFR 135.83 (a)(5) regulation.	See AFM, Section 5 "Performance".	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.89(b)	Supplemental Oxygen, Pressurized Cabin Aircraft	The airplane meets the 14CFR 25.1441 through 25.1449 regulations.	2 quick donning masks in cockpit, optional 3 <sup>rd</sup> crew mask available opposite forward avionics rack, emergency supplemental oxygen in cabin	Complies  Operator Responsibility
135.93	Autopilot: Minimum Altitudes for Use	Minimum altitudes for Autopilot use are specified in the AFM to comply with 14 CFR 135.93.	AFM, Section 2 Limitations	Complies
135.99(a)	Composition of Flight Crew	Airplane must be operated with the minimum flight crew of 2 pilots specified in the AFM.	AFM, Section 2, Limitations,	Airplane requires 2 pilots at all times.
135.99(b)	Second in Command required for 10 or more passenger seating configuration.	Airplane has passenger seating configuration for up to 9 passengers for Part 135, SIC is always required by minimum crew regardless of passenger seating.	AFM, Section 2, Limitations,	Airplane requires 2 pilots at all times.
135.113	Passenger Occupancy of Pilot Seat	Passenger occupancy of a pilot seat is never allowed because the airplane requires 2 pilots at all times.	AFM, Section 2, Limitations,	No passengers allowed in a pilot seat.
135.117	Briefing of Passengers before Flight	Passenger briefing required for all passengers per 14 CFR 135.117 regulations and a special requirement to brief passengers on the use of Cabin Door Water Barrier prior to each flight.	This airplane has a special briefing requirement for the Cabin Door Water Barrier for each flight. See AFM Section 2, Limitations	Operator Responsibility
135.122	Stowage of Food, Beverages and Passenger Service Equipment.	Passenger service equipment is not available for this airplane.	Suitable stowage provisions for food and beverages are available	Operator Responsibility
135.123	Emergency and Emergency Evacuation Duties	Special passenger briefing for use of Water Barrier is required due to ELOS for no left side overwing exit.	This airplane has a special briefing requirement for the Cabin Door Water Barrier for each flight. See AFM Section 2, Limitations	Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.127	Passenger Information	The airplane passenger information meets 14 CFR 25.1541 regulations.	"Fasten Belts, No smoking", "EXIT" etc. Lights are installed. Seatbelt, NO Smoking and Emergency Lights are controlled from flightdeck.	Complies
135.128	Safety Belts and Child Restraint Systems	Each seat has a separate safety belt and shoulder harness.  Exemption 7512A prohibits operation of airplane equipped with side facing divan in 14 CFR 135 operations.	Exemption 7512A and Special Conditions 25-279-SC	Operator Responsibility
135.129 (d)&(e)	Exit Seating Passenger Information Cards	Operator comply with the 14CFR135.129(d)(e) regulations.	Appropriate cards must be accessible to each passenger.	Operator Responsibility
135.143 (b)	Approved/Operable Instruments and Equipment	The airplane instruments and equipment meets 14 CFR 135.143 (b).	Standard Airplane meets 14 CFR 135 equipment requirements per this Aircraft Regulatory Compliance Checklist.	Complies.
135.143 (c)	ATC Transponder	The airplane transponder meets 14 CFR 135.143 (c).	Dual transponder equipment installed meets the performance and environmental requirements of TSO-C112.	Complies
135.145 (d)(1)	Validation Testing	Validation Testing is required for adding a 2 pilot turbojet airplane	Due to lack of design similarity with other Hawker airplanes, Validation Testing should be conducted for adding the Model 4000 to an existing turbojet certificate holder.	Validation Testing Required
135.147	Dual Controls Required	The airplane is equipped with dual controls, and meets 14CFR135.147 regulation	POM, Section 3 System Description	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.149 (a)	Altimeter Adjustable for Barometric Pressure	The airplane equipment meets 14 CFR 25.1303 regulations.	Airplane has dual ADCs plus Standby ADC	Complies
135.149 (c)(d)(e)	Additional Equipment	The airplane equipment meets 14 CFR 25.1303, 25.1305 regulations.		Complies
135.150 (a)	Public Address System	Independent public address system is not certified for this airplane.	Cabin speaker system PA audio is an Airshow Function not certified as a Passenger Address System.	Not Required
135.150 (b)	Crew Interphone System	Two-Way Communication between pilot compartment and passenger compartment is not certified for this airplane.		Not Required
135.151 (a)	Requirement and Installation of CVR	The airplane cockpit voice recorder meets 14 CFR 25.1457 regulations	L-3, FA-2100 CVR Airplane has a maximum Part 135 passenger seating configuration of 9 passengers.	Complies
135.151 (b)	Requirement and Installation of CVR	Airplane CVR requirement for turbine multiengine with passenger seating configurations of more than 20.	Maximum passenger seating configuration is 10	Not Applicable
135.151 (d)	Boom and Mask Microphone	The airplane cockpit voice recorder meets 14 CFR 25.1457(c)(5)	Flight Crew must use headsets with boom microphone below 18,000 feet MSL.	Complies Operator Responsibility
135.151 (c)&(e)	CVR - Recorded Data	The airplane cockpit voice recorder meets 14 CFR 25.1457 regulations and may operate as required by 14 CFR 135.151(c)&(e) regulation.	L-3, FA-2100 CVR installed	Operator Responsibility

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.151 (f)(1)	CVR specifications effective April 7, 2012	Meets 14 CFR 25.1457(d)(6) for separate containers for CVR and FDR.	L-3, FA-2100 CVR	Complies
135.151 (f)(2)	CVR specifications effective April 7, 2012	Meets 14 CFR 25.1457(a)(3), (a)(4) &(a)(5) recording parameters.	L-3, FA-2100 CVR installed	Complies
135.151 (g)	CVR specifications effective April 7, 2010	The airplane cockpit voice recorder meets 14 CFR 25.1457 regulations and TSOC123a or later.	Airplane is turbine-powered with passenger seating configuration of 6 or more and 2 pilots required for all operations.	Complies
135.151 (h)	CVR specifications effective April 7, 2010	Airplane CVR records datalink messages are not recorded per 14 CFR 25.1457(a)(6) because not in effect for certification basis of airplane.	Airplane does not comply at the time of this review but the compliance date is not yet in effect.	Does Not Comply
135.152 (a)	Requirement for Flight Data Recorder	The airplane equipment meets 14 CFR 25.1459 and may operate as required by 14CFR135.152 regulations.	L-3, FA-2100 FDR Airplane has a maximum Part 135 passenger seating configuration of 9 passengers.	Complies
135.152 (b)	Requirement for Flight Data Recorder	Airplane FDR requirement for turbine multiengine with passenger seating configurations of 20 to 30.	Airplane has a maximum Part 135 passenger seating configuration of 9 passengers.	Not Applicable
135.152 (c)	FDR Operations	Airplane is equipped with FDR per 14 CFR 25.1459.	The airplane FDR operates continuously as required by 14 CFR 135 regulation.	Complies.
135.152 (d)&(e)	FDR – Recorded Data	The airplane cockpit voice recorder meets 14 CFR 25.1459 regulations and may operate as required by 14 CFR 135.151(d)&(e) regulation.	L-3, FA-2100 FDR installed	Operator Responsibility

← CVR

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.152 (f)	Installation Requirements	The airplane FDR system installation meets 14 CFR 135.152(f)(2) for airplane manufactured after 08/18/2000	FDR is installed in accordance with the 14 CFR 25.1459(a), (b), (d) & (e) requirements.	Complies
135.152 (g)	Underwater Locator Device	The airplane FDR meets 14 CFR 25.1459(d) regulation.		Complies
135.152 (h)	FDR required parameters	88 parameters required to be recorded by digital flight data recorder		Complies
135.152 (i)	FDR required parameters data ranges, accuracies, resolutions and intervals	Airplane meets 14 CFR 135.152 (j) required parameters though not required by passenger seating configuration of 9 or less for Part 135 operations.		Not Applicable
135.152 (j)	FDR required parameters data ranges, accuracies, resolutions and intervals	Airplane meets 14 CFR 135.152 (j) required parameters though not required by passenger seating configuration of 9 or less for Part 135 operations.		Not Applicable
135.152 (l)	FDR Requirements	FDR and CVR must be in separate container after April 7, 2012 per 14 CFR 25.1459(a)(8).		Complies
135.152 (m)	FDR Requirements	Airplane manufacture on or after April 7, 2010 must meet 14 CFR 25.1459(a)(3), (a)(7) & (a)(8)		Complies
135.154 (a)	Terrain Awareness and Warning System	Airplane has Class A TAWS per TSO-C151 installed. Airplane has a maximum Part 135 passenger seating configuration of 9 passengers.	Honeywell Primus Epic incorporates Class A TAWS	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.154 (c)	AFM procedures for TAWS	AFM contains procedures for TAWS and flight crew reaction to TAWS audio and visual warning.	The AEG has an on going effort to resolve this requirement with HBC. AFM, Section 2 Limitations Primus EPIC Pilot's Guide is required for TAWS procedures.	Does NOT Comply
135.155 (a)	Fire Extinguishers: Type and Suitability of Agent	The airplane fire extinguishers meet 14 CFR 25.851 regulations for type, quantity and distribution.	Four (4) Portable Fire Extinguishers require by type design to meet Part 25 certification.	Complies
135.155 (b)	Fire Extinguisher on Flight Deck	The airplane fire extinguisher in cockpit meets 14 CFR 25.851(a) regulation for type, quantity and distribution.	One Portable Fire Extinguishers required on Flight Deck.	Complies
135.155 (c)	Fire Extinguisher in Passenger Compartment	The airplane fire extinguisher in cockpit meets 14 CFR 25.851(a) regulation for type, quantity and distribution.	Three Portable Fire Extinguishers required to be in the Cabin.	Complies
135.157 (b)	Oxygen Equipment Requirements Pressurized aircraft.	Airplane Oxygen System meets 14 CFR 25.1441 to provide for compliance.		Complies
135.157 (c)	Oxygen Equipment Requirement	The airplane oxygen equipment meets the 14 CFR 25.1443 through 25.1449 for oxygen dispensing.		Complies
135.158 (a)	Pitot Heat Indicating Systems Requirement and Operation	Airplane pitot heat indication system meets 14 CFR 25.1326 regulations.	Air Data and Stall indications are automatically heated and annunciated when failed.	Complies

TAWS  
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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.159 (a) to (g)	Equipment Requirements: Carrying Passengers under VFR at Night or under VFR Over The Top Conditions	The airplane flight/navigational equipment provides for VFR and IFR flying capability, day and night. The airplane installation of instruments, electrical supply system and lights meets the 14CFR 25.1331, 25.1333, 25.1351, 22.1381, 25.1401 regulations.	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List	Complies
135.161	Communication and Navigational Equipment: Aircraft Carrying Passengers Under VFR at Night or under VFR Over The Top	The airplane radio/navigational equipment meets the 14 CFR 135.161 regulations.	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List	Complies
135.163 (a) to (e) (g)(h)&(l)	Equipment Requirements: Aircraft Carrying Passengers Under IFR	The airplane has the navigation equipment installed as required by 14 CFR 135.163 for carrying passengers under IFR. The airplane installation of instruments, electrical supply system meets the 14CFR 25.1331, 25.1351	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List	Complies
135.165 (a),(b),(c)	Communication and Navigational Equipment: Extended Overwater or IFR Operations	The airplane radio/navigational equipment meets the 14 CFR 135.165(a), (b) & (c).	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List	Complies
135.165 (d)	Communication and Navigational Equipment: Extended Overwater or IFR Operations	Airplane has a maximum Part 135 passenger seating configuration of 9 passengers.	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List  (Single or Dual HF is optional)	Complies  Not Required
135.165 (f)	Communication and Navigational Equipment: Extended Overwater or IFR Operations	The airplane communication equipment meets the 14 CFR 135.165(f) with 2 microphones, speakers and 2 headsets with boom mics.	Honeywell Primus EPIC System standard equipment. AFM Section 2 Limitations Kinds of Operations List	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.165 (g)	Communication and Navigational Equipment: Extended Overwater or IFR Operations	Dual long range RNAV is standard. Dual or Single HF is optional.		Complies
135.167	Emergency Equipment: Extended Overwater Operations	Aircraft is not certified to 14 CFR 25.1411, 25.801 & 25.1415 equipment and ditching regulations.	Stowage provisions have been made for flight vest flotation devices only.	Not Equipped Operator Responsibility
135.169 (a)	Additional Airworthiness Requirements.	Airplane is a Large Transport Turbojet Aircraft that meets 121.213 thru 121.283 and 121.307		Complies
135.169 (d)	Additional Airworthiness Requirements, Cargo or Baggage Compartments.	Only cargo/baggage compartment is a 14 CFR 25.857(b) Class B Cargo/Baggage Compartment aft of passenger cabin.		Not Applicable
135.170 (b)	Materials for Compartment Interiors	The airplane meets interior compartment material requirements set forth in 14 CFR 25.853 regulations		Complies
135.170 (c)	Materials for Compartment Interiors	The airplane meets the compartment interior requirements set forth in 14 CFR 25.856 regulations.		Complies
135.171 (a)	Shoulder Harness Installation at Flight Crewmember Stations	The airplane shoulder harness restraint system at flight crewmember stations meets 14CFR 23.785 regulations.		Complies
135.173 (a)	Airborne Thunderstorm Detection Equipment	The airplane is equipped with the airborne weather radar that meets 14 CFR 135.173(a). Airplane has a maximum Part 135 passenger seating configuration of 9 passengers	Airplane is equipped with Honeywell Primus 880 Weather Radar System	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.173 (f)	Airborne Thunderstorm Detection Equipment Power Supply	The 14 CFR 135.173(f) regulation applies to airborne thunderstorm detection equipment power supply.		Not Required
135.175 (a)	Airborne Weather Radar Equipment	The airplane is equipped with the airborne weather radar that meets 14 CFR 135.173(a) regulation.	Airplane is equipped with Honeywell Primus 880 Weather Radar System	Complies
135.175 (e)	Airborne Weather Radar Equipment Power Supply	The 14 CFR 135.175(e) regulation applies to airborne thunderstorm detection equipment power supply		Not Required
135.177	Emergency Equipment Requirements for more than 19 Passengers	Airplane has a maximum Part 135 passenger seating configuration of 9 passengers		Not Applicable
135.178	Additional Equipment Requirements for more than 19 Passengers	Airplane has a maximum Part 135 passenger seating configuration of 9 passengers		Not Applicable
135.179 (a)	Inoperable Instruments and Equipment	Airplane requires an MMEL for inoperative equipment per 14 CFR 135.179(a)(1) regulation.	An approved Minimum Equipment List has been approved and published.	Complies
135.180 (a)	Traffic Alert and Collision Avoidance System	Approved TCAS required for 10 to 30 passenger seats. Airplane has up to 9 passenger seats for Part 135 operation and TCAS II per TSO C-119 is required.	Airplane has L3 Communications TCAS/ACAS II installed.	Complies

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.180 (b)	Flight Manual Requirements for TCAS I	AFM procedures for TCAS use and flight crew actions also inputs sources required for TCAS function.	The AEG has an on going effort to resolve this requirement with HBC.AFM, Section 2 Limitations L3 Communications TCAS/ACAS II Pilots Guide is required for TCAS Procedures	Does Not Comply
135.181 (a)(2)	Performance Requirements: Aircraft Operated Over The Top or in IFR Conditions	The airplane meets 14 CFR 25.121 & 25.123 regulations for one-engine-inoperative climb data.	AFM Section 5 Performance	Complies  Operator Responsibility
135.183 (c)	Performance Requirements: Land Aircraft Operated Over Water	The airplane meets 14 CFR 25.121 & 25.123 regulations for one-engine-inoperative climb data.	AFM Section 5 Performance	Complies  Operator Responsibility
135.185 (a)	Empty Weight and Center of Gravity: Currency Requirement	Airplane empty weight and center of gravity data are accessible to the crew so the 14 CFR 135.185(a) requirements are met.	AFM Section 6 Weight and Balance	Operator Responsibility
135.185 (b)	Aircraft Original Airworthiness Certificate	The airplane weighing form (provide with new airplane) meets 14 CFR 135.185(b) regulation.	AFM Section 6 Weight and Balance".	Complies
135.227	Icing Conditions: Operating Limitations	Airplane is transport category approved for flight in known icing conditions per 14 CFR Part 25 Appendix C.	AFM Section 2 Limitations Kinds of Operations List	Complies
135.363 (b)(f)	Turbine Powered Large Transport Category Airplanes Performance Operating Limitations	Airplane is Turbine Powered Large Transport Category, Performance data to comply with 135.379 through 135.387 is published in AFM per 14 CFR 25.1587.	AFM Section 5, Performance	Complies

← TCAS

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14 CFR	Requirement	Compliance	Remark	FSB Finding
135.364	Maximum Flying Time Outside the U.S.	Airplane requires ETOPS Approval and 14 CFR 135 Appendix G equipment to operate more than 180 minutes flying time from an adequate airport.	ETOPS compliance has not been demonstrated.	Not Demonstrated
135.411 (a)(1)	Maintenance Applicability	Airplane is type certificated for a passenger seating configuration 8 or 9 seats therefore 14 CFR 135(a)(1) may be applicable.		Operator Responsibility
135.411 (a)(2)	Maintenance Applicability	Airplane type certificated passenger seating configuration of 10 seats is prohibited from operation for hire or common carriage by Exemption 7512A.		Not Applicable
135 Appendix G	Extended Operations (ETOPS)	ETOPS program and equipment requirements.		Not Demonstrated
121.157 (b)(h)	Aircraft Certification and Equipment Requirements	Application for Type Certificate date is December 31, 2001 in Transport Category		Airplane is eligible for 14 CFR 121 operations.