



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 05/17/2019

Honda Aircraft Company **HA-420**

** FOR 14 CFR PARTS 91, 125, and 135 OPERATIONS ONLY **

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/04/2016	Original issue.
1	11/30/2016	Complete revision, all pages.
2	05/17/2019	Complete revision, all pages. Adds relief for Elite modifications.

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 2**. It is the result of an electronic Flight Operations Evaluation Board (FOEB) meeting.

PAGE NO.	EXPLANATION OF CHANGE
General	<p>Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.</p> <p>The (O) in some provisos were removed when the Proviso is the procedure and it is not necessary to develop a separate or additional procedure.</p>
ATA 21 Air Conditioning 21-1 21-2	<p>Item 21-21-01: Removed (O) and added (M).</p> <p>Item 21-21-02: Removed (O) and added (M).</p> <p>Item 21-32-01: Removed (O) and updated Remarks or Exceptions.</p> <p>Item 21-33-01: Updated Remarks or Exceptions.</p> <p>Item 21-50-01: Removed (O) and changed proviso order.</p>
ATA 22 Autoflight 22-1	<p>Item 22-10-02: Changed number installed to 1; updated Remarks or Exceptions.</p>
ATA 23 Communications 23-1 23-4	<p>Item 23-00-01: Added NOTE "XM DATALINK FAIL" CAS message may be displayed.</p> <p>Item 23-20-01: Removed Remarks or Exceptions.</p> <p>Item 23-40-02: Changed FAR to 14 CFR.</p> <p>Item 23-60-01: Removed (O) and updated Remarks or Exceptions.</p>
ATA 24 Electrical Power 24-1	<p>Added item 24-00-01, USB Charging Outlets.</p> <p>Item 24-22-01: Removed (O).</p>

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings	
25-1	Removed (O) from items 25-10-01, 25-10-02, and 25-10-03.
25-2	Removed (O) from items 25-10-04, 25-10-05, 25-10-06, 25-10-07, and 25-10-08.
25-3	Removed (O) from items 25-20-03, 25-20-04, 25-20-05, 25-20-06, and 25-20-07.
25-4	Item 25-20-08: Included Galley to item. Added item 25-30-01, Coffee Maker. Item 25-40-01: Removed (O). Added item 25-40-02, Lavatory Seatbelt.
25-5	Item 25-62-01-01: Deleted D category relief.
ATA 27 Flight Controls	
27-1	Item 27-20-01: Removed (O). Item 27-60-01: Removed (O) and updated Remarks or Exceptions.
ATA 28 Fuel	
28-1	Item 28-10-02 (CLOSED): Updated Remarks or Exceptions. Added item 28-41-02, Refuel Slowly Light.
ATA 29 Hydraulic Power	
29-1	Deleted item 29-00-01.
ATA 30 Ice and Rain Protection	
30-1	Removed (O) from items 30-10-02 and 30-10-03.
30-3	Item 30-20-01: Updated Remarks or Exceptions. Removed (O) from item 30-20-02.
30-4	Removed (O) from items 30-20-03 and 30-80-01.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31 Indicating/Recording Systems	
31-1	Item 31-30-01: Added NOTE "CVR FAIL" and/or "FDR FAIL" CAS message may be displayed.
31-2	Item 31-40-03: Removed (O).
ATA 33 Lights	
33-1	Item 33-10-01: Removed (O). Item 33-20-02: Updated No. Required for Dispatch.
33-2	Removed (O) from items 33-40-02, 33-41-03, and 33-41-04.
33-3	Deleted item 33-41-08.
ATA 34 Navigation	
34-1	Item 34-20-01: Removed (O). Item 34-20-02-01: Updated No. Installed and changed proviso order.
34-2	Item 34-21-01: Removed (O) and updated No. Installed. Item 34-22-01: Removed (O). Item 34-34-01: Updated No. Installed and No. Required for Dispatch. Item 34-44-01: Removed (O).
34-3	Item 34-44-02: Updated No. Installed. Deleted items 34-44-02-01, -02, -03, -04, -05, -06, -07, and -08.
34-4	Item 34-44-03: Updated No. Installed. Deleted items 34-44-03-01, -02, -03, -04, -05, -06, -07, and -08.
34-5	Item 34-45-01: Updated No. Installed.
34-6	Item 34-45-02: Updated No. Installed. Item 34-45-03: Updated No. Installed and Removed (O).

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-7	Item 34-52-03: Moved to 34-52-04. ADS-B squitter relief is now included in Policy Letter (PL) 105 Rev 3.
34-8 and 9	Item 34-52-04: Updated ADS-B relief in accordance with PL 105 Rev 3. Added NOTE "ADB-S B OUT 1(2) FAIL" CAS message may be displayed.
34-11	Deleted item 34-61-01.
ATA 35 Oxygen	
35-1	Item 35-00-01: Added proviso.
35-1	Removed (O) from items 35-10-02, 35-10-03, 35-20-01, and 35-20-02.
35-1	Item 35-20-01: Updated Remarks or Exceptions and changed proviso order.
ATA 38 Water/Waste	
38-2	Removed (O) from items 38-30-05, and 38-30-06.
ATA 52 Doors	
52-1	Removed (O) from items 52-10-01, 52-30-01, and 52-30-02.
ATA 57 Wings	
57-1	Added item 57-54-01, Winglet Triangles.
ATA 73 Engine Fuel and Control	
73-1	Item 73-00-01: Updated Remark and Exceptions. Added item 73-00-01-01A, SHORT TIME DISPATCH Items. Added item 73-00-01-01B, LONG TIME DISPATCH Items.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
CAS Messages	
2-3	AFT BAG DOOR OPEN CAS message: Removed (O) and Updated Dispatch Consideration. Deleted AVIONICS FAULT CAS message.
2-4	CABIN DOOR OPEN CAS message: Removed (O) and Updated Dispatch Consideration. Added item 23-12-02, COM 1 RELAY FAULT CAS message.
2-5	ELEC SRVC DOOR OPEN CAS message: Removed (O) and Updated Dispatch Consideration. EMER EXIT DOOR UNSAFE CAS message: Removed (O) and Updated Dispatch Consideration. L(R) ENG TLD CAS message: Added -01A/-01B.
2-6	FLAP DEGRADE CAS message: Removed (O) and Updated Dispatch Consideration. FWD BAG DOOR OPEN CAS message: Removed (O) and Updated Dispatch Consideration. Deleted HYD FLUID LEVEL LOW CAS message.
2-7	Item 33-40-04: Removed (O). ROLL TRIM FAULT CAS message: Updated Dispatch Consideration. Added STABILITY & PROT FAIL CAS message.
2-8	Added WINDSHEAR FAIL CAS message.
2-8	YAW TRIM FAULTCAS message: Updated Dispatch Consideration.

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The Flight Operations Evaluations Board (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 (STC) 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:

Honda Aircraft Company has developed recommended (M) maintenance and (O) operations procedures for the HA-420 Master Minimum Equipment List (MMEL) (HJ1-29000-030-001 Rev C or later revision). Operator's MEL procedures should be based on the Honda Aircraft Company procedures.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cockpit Evaporator Fan	C	1	0	(M) May be inoperative provided: a) Cabin evaporator fan and air conditioning system are operative, b) Cockpit temperature does not exceed 40 °C, and c) Cockpit evaporator fan is disabled. NOTE: "ECS AIR COND FAULT" CAS message will be displayed.	
21-02	Cabin Evaporator Fan	C	1	0	(M) May be inoperative provided: a) Cockpit evaporator fan and air conditioning system are operative, and b) Cabin evaporator fan is disabled. NOTE: "ECS AIR COND FAULT" CAS message will be displayed.	
21-03	Ground Cooling Fan	C	1	0	(O) May be inoperative provided: a) Engine bleeds are selected "OFF" while on the ground, b) Cockpit temperature does not exceed 40 °C, c) Cockpit/cabin fans and temperature control systems are operative, d) Engine bleeds are selected to "NORM" just after takeoff, and e) Engine bleeds are selected to "OFF" just prior to landing. NOTE: "ECS GROUND COOLING FAN FAIL" CAS message will be displayed.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Cabin Pressurization Data Unit	B	1	0	May be inoperative provided: a) "CABIN ALT CTRL FAIL" CAS message is not displayed, and b) All cabin pressure indications on Aircraft System Information (ASI) are operative.	
33-01	Outflow Valve Assembly	B	2	1	(O) May be inoperative provided: a) Both cabin inflow systems are operative, b) DUMP switch is selected to "DUMP" and DUMP icon on Aircraft System Information (ASI) is verified, and c) Aircraft is not operated above 10,000 feet MSL.	
50-01	Compressor Drive Module	C	1	0	(M) May be inoperative provided: a) Compressor drive module has been disabled, b) Cockpit temperature does not exceed 40 °C and, c) Cockpit/cabin fans and temperature control systems are operative. NOTE: "ECS AIR COND FAIL" CAS message will be displayed.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
00-03	TO/GA Switch	C	2	1		
10-01	Autopilot Disengage/ Acknowledge Switch (YOKE)	C	2	1	May be inoperative provided left side autopilot disengage/acknowledge switch is operational for single pilot operations.	
10-02	Autopilot System	C	1	0	May be inoperative provided: a) Operations do not require its use, b) Aircraft is not operated single pilot, and c) Aircraft is not operated in RVSM airspace. NOTE: "AUTOPILOT FAIL" CAS message may be displayed.	
10-03	Control Wheel Steering (CWS) Switch	C	2	0		
16-01	AFCS/Trim Master Switch	C	2	1	May be inoperative provided AFCS/trim master switch is operational for pilot flying side.	
30-01	Cruise Speed Control (CSC) System	D	1	0		

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Satellite Communication System	D	1	0	NOTE: "XM DATALINK FAIL" CAS message may be displayed.	
12-01	Communication System (VHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Com 1 is the only VHF communication system that is powered by one of the critical busses listed above.	
20-01 ***	CPDLC	C	1	0	NOTE: "CPDLC FAIL" CAS message may be displayed.	
21-01	XM Weather	D	-	0	NOTE: "XM DATALINK FAIL" CAS message may be displayed.	
21-02 ***	XM Radio	D	-	0	NOTE: "XM DATALINK FAIL" CAS message may be displayed.	
40-01 ***	Cabin Speakers	C	2	0		
40-02 ***	Passenger Address (PA)	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
	"Holder of an Air Carrier or Commercial Operator Certificate"					
	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
50-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-02	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-03	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-04	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
	“Operator other than a Holder of an Air Carrier or Commercial Operator Certificate”					
	Flight Deck Headsets/ Headphones					
50-05	Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-06	Headset Boom Microphones	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable 14 CFRs. 	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-07	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
50-08	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-09	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Remote Audio Panel (RAP)	A	2	1	(O) May be inoperative provided: a) Left remote audio panel is operational, b) Aircraft is operated single pilot, and c) Repairs are made within three flight legs. NOTE: "R AUDIO FAIL" CAS message may be displayed.	
50-11	PTT Switch	C	4	2	(O) May be inoperative provided one operational PTT switch (glare shield or control yoke) is available on each side.	
		C	4	1	(O) May be inoperative provided: a) One operational PTT switch (glare shield or control yoke) on the left side is available, and b) Aircraft is operated single pilot.	
50-12	Cockpit Speaker	C	2	1	(O) May be inoperative provided: a) Left side speaker is operational, b) Aircraft is operated from the left seat, and c) For two pilot operations, the co-pilot must use an operational headset.	
60-01	Static Dischargers	C	13	12	Static discharger (wick) may be missing from fin cap only.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	USB Charging Outlets	C	6	0		
22-01 ***	Cabin Inverter	D	-	0	(M) May be inoperative provided affected inverter is deactivated.	
					NOTE: Any outlets that are operational may be used.	
40-01	External Power	D	1	0	May be inoperative provided ground functions do not require its use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Nonessential Equipment and Furnishings (NEF)	C	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
10-01	Cabin/Cockpit Curtain	D	-	0	May be missing or inoperative provided cabin wash lights remain off during night flight.	
10-02	Co-Pilot Seat	D	1	0	Co-pilot seat may be inoperative provided: a) Seat is placarded inoperative, b) Seat is latched in full aft position, and c) Seat remains unoccupied during flight.	
10-03	Co-Pilot Seat Belt	D	1	0	Co-pilot seat belt may be inoperative provided: a) Seat is placarded inoperative, b) Seat is latched in full aft position, and c) Seat remains unoccupied during flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Crew Seat Armrest	C	1	0	May be inoperative or missing and seat occupied provided armrest does not impede crew egress.	
10-05	Crew Seat Headrest	C	1	0	May be inoperative and seat occupied provided headrest is in a position acceptable to crewmember.	
10-06	Crew Seat Thigh Control	C	1	0	May be inoperative and seat occupied provided thigh adjustment is in a position acceptable to crewmember.	
10-07	Crew Seat Lumbar Control	C	1	0	May be inoperative and seat occupied provided lumbar adjustment is in a position acceptable to crewmember.	
10-08	Sun Visor	D	2	0	May be inoperative provided the sun visor is stowed so it does not impede pilot's field of view.	
10-09	Cockpit Assist Handle	D	2	1		
20-01	Electrically Dimmable Window Shade	D	6	0		
20-02 ***	Cabin Window Pleated Shade	D	6	2	May be inoperative provided one on each side is operative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-03	Cabin Seat (Includes Side Facing Seat)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Affected seat is blocked and placarded inoperative, and c) Affected seat is latched and remains unoccupied during taxi, takeoff, landing, or when the seat belt sign is illuminated. NOTE: A seat with an inoperative seat belt or headrest is considered inoperative.	
20-04	Cabin Seat Recline Mechanism	D	1	0	May be inoperative and seat occupied provided seat back is latched in the full upright position.	
20-05	Cabin Seat Slide Mechanism	D	1	0	May be inoperative and seat occupied provided seat is latched in the fully stowed position.	
20-06	Cabin Seat Armrest	D	1	0	May be inoperative or missing and seat occupied provided armrest does not block an emergency exit.	
20-07	Table	D	2	0	May be inoperative provided the table is in the stowed position.	
20-08	Cabinet/Galley	C	3	0	(O) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Any emergency equipment located in the compartment is considered inoperative, c) Affected compartment is not used for stowage except for permanently affixed items, and d) Affected cabinet/galley is prominently placarded "DO NOT USE".	

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Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Coffee Maker	D	1	0	(M) May be inoperative provided: a) Coffee pot is secured, and b) Coffee maker is deactivated.	
40-01	Lavatory Door	D	1	0	May be inoperative provided door is latched fully open or closed.	
40-02 ***	Lavatory Seat Belt	D	1	0	May be inoperative provided: a) Seat remains unoccupied during taxi, takeoff, landing, or when the seat belt sign is illuminated, and b) Seat is placarded "DO NOT OCCUPY" during taxi, takeoff, landing, or when the seat belt sign is illuminated.	
50-01	FWD Baggage Net	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	
50-02 ***	Luggage Valet Restraint Assembly	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	
50-03	Aft Baggage Net	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Locator System					
-01	Fixed ELT	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	1	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
					Deleted, Revision 2.	
					Deleted, Revision 2.	
-02 ***	Survival Type ELT	D	-	0	Any in excess of those required by 14 CFR may be missing.	
64-01 ***	Life Raft	D	-	0	(O) Raft may be inoperative provided: a) It is not required by 14 CFR, and b) Raft is removed or stored in such a way that its use is prevented.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Yoke Trim Switch	B	2	1	May be inoperative provided yoke trim switch is operational for pilot flying side.	
20-01	Rudder Pedal Adjustment	C	4	0	May be inoperative provided: a) Each crewmember's rudder pedals are adjusted equally, b) Affected pedal is latched in a detent, and c) Each crewmember seated at affected station verifies full control movement and brake application is available while restrained prior to each flight.	
60-01 ***	Speedbrake Control Switch	C	1	0	(M) May be inoperative provided: a) Steep approaches are not conducted, b) Speedbrakes are deactivated in the retracted position, and c) Speedbrake position and switch position agree.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fuel Cap Lanyard	D	1	0	May be missing/broken provided fuel cap is installed and verified closed and secured prior to flight.	
10-02	Fuel ISO Valve					
	(OPEN)	B	1	0	(O) May be inoperative provided fuselage tank remains empty.	
	(CLOSED)	B	1	0	(O) May be inoperative provided: a) Procedures are established to fill tanks, and b) "FUEL LEVEL CTRL FAULT" CAS message is not displayed.	
					NOTE: Refuel time will be substantially increased (3 GPM). Fuselage tank will fill prior to wing and C/T tanks.	
41-01 ***	External Fuel Gauge	D	1	0		
41-02 ***	Refuel Slowly Light	D	1	0	May be inoperative provided operator ensures that fueling rate is slowed to 5–10 gallons per minute (GPM) after fuel quantity has reached 2,200 lb (328 gal).	

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------------------------------------	--

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
00-01	HYD FLUID LEVEL LOW CAS Message				Deleted, Revision 2.	
00-02	HYD FLUID OVERFILL CAS Message	B	-	-	(M) May be displayed provided main hydraulic reservoir is verified serviced to proper level before each flight.	
10-01	Ecology Bottle	D	1	0		

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Wing Anti-Ice Valve	C	2	0	(O) May be inoperative provided: a) Wing anti-ice is selected "OFF", b) Wing anti-ice valve is verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-02	Wing Anti-Ice Crossflow Valve	C	1	0	May be inoperative provided: a) Wing anti-ice is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-03	Wing Anti-Ice Temp Sensor	C	4	0	May be inoperative provided: a) Wing anti-ice is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "WING ANTI-ICE FAULT or WING ANTI-ICE FAIL" CAS message may be displayed.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Deice Control Unit	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "TAIL DE-ICE FAIL" CAS message may be displayed.	
11-01	Energy Storage Bank	C	1	0	(O) May be inoperative provided: a) Tail deice system is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
12-01	Deice Actuator	C	20	19	(O) One may be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "TAIL DE-ICE FAULT" CAS message may be displayed.	
		C	20	0	(O) Two or more may be inoperative provided: a) Tail deice system is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cowl Anti-Ice Valve (OPEN)	C	2	0	(O) May be inoperative provided: a) ENG anti-ice switch is in the "ON" position, b) V ₁ , V _R , and V ₂ speeds from the flaps TO/APPR, Ice Protection OFF tables in the AFM performance data are increased by 1 knot, c) TOFL from the flaps TO/APPR table are increased by 5%, and d) All climb gradients are reduced by 0.6%.	
	Cowl Anti-Ice Valve (CLOSED)	C	2	0	(O) May be inoperative provided: a) ENG anti-ice switch is in the "OFF" position, b) Cowl anti-ice valve is verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAIL" CAS message may be displayed.	
20-02	Cowl Anti-Ice Press Sensor	C	2	0	May be inoperative provided: a) ENG anti-ice switch is in the "OFF" position, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAULT" CAS message may be displayed.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
20-03	Cowl Anti-Ice Temp Sensor	C	2	0	May be inoperative provided: a) ENG anti-ice switch is in the "OFF" position, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAULT" CAS message may be displayed.	
40-01	Windshield Heat Control Unit	C	2	1	(O) May be inoperative provided: a) WSHLD HEAT L(R) switch is in the "OFF" position, b) Alternate means of window defogging is used, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
80-01	Ice Detector	C	2	1	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "ICE DETECT FAULT" CAS message may be displayed.	
		C	2	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE 1: "ICE DETECT FAIL" CAS message may be displayed. NOTE 2: All automatic ice protection will be inoperative.	

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Flight Data Recorder (FDR) System (For a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: "CVR FAIL" and/or "FDR FAIL" CAS message may be displayed.	
		A	-	0	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, 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 prior to takeoff, or 2) The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Flight Data Recorder (FDR) System (For a Holder of an Air Carrier or Commercial Operator Certificate) (Cont'd)					
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
30-01 ***	Flight Data Recorder (FDR) System (Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
40-01	Electronic Checklist (ECL)	D	-	0	(O) May be inoperative provided hard copy checklist is available and used.	
40-02	Chime Mute Button	C	2	0		
40-03	Display Reversion Switch	C	2	1	May be inoperative provided: a) Left side display reversion switch is operational, and b) Aircraft is operated from the left seat.	
40-04	Yoke, System Control Button	C	2	0		

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Master Caution Lights	B	2	1	The left side master caution lights must be operational for single pilot operations.	
50-02	Master Warning Lights	B	2	1	The left side master warning lights must be operational for single pilot operations.	
60-01	Mode Control Panel					
-01	CRS Knob	C	2	0	May be inoperative provided operations do not require its use.	
-02	SPD SEL Knob	C	1	0		
-03	CSC Button	C	1	0		
-04	BANK Button	C	1	0		
-05	ALT Button	C	1	0		
-06	VNV Button	C	1	0	May be inoperative provided operations do not require its use.	
-07	FD Button	C	2	0	May be inoperative provided operations do not require its use.	
-08	VS Button	C	1	0	May be inoperative provided FLC button is operative.	
-09	FLC Button	C	1	0	May be inoperative provided VS button is operative.	
-10	CPL Button	B	1	0	May be inoperative provided aircraft is operated from left seat.	
-11	Pitch Wheel	C	1	0	May be inoperative provided FLC button is operative.	
60-02	BARO SET Knob	B	2	1	May be inoperative provided: a) Left side is operative for single pilot operation, and b) Baro sync function is operative and selected.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Brake Wear Pin	C	4	2	(O) May be missing provided one indicator per brake assembly is functional.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flight Deck Lighting	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
20-01	Cabin Lights	D	-	1	(O) May be inoperative provided entry door light is operational for night flights.	
20-02	Passenger Lighted Information Sign	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
30-01	Service Lights (Baggage)	D	-	0		
40-01	Beacon Light	C	1	0	NOTE: Navigation or strobe lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-02 ***	Ice Inspection Light	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecasted icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
41-01	Landing Light	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-02	Taxi Light	C	4	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-03	Taxi Light, Wing	C	2	1	One may be inoperative provided the recognition lights are operative and commanded ON during night operation.	
41-04	Taxi Light, Belly	C	2	0	May be inoperative provided the landing lights are operative and commanded ON during night operation.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-05	Recognition Light Flasher Assembly	C	1	0		
41-06	Recognition Light	C	2	0		
41-07	Light, Position (Wing/Tail)	C	3	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-08	Power Supply, Tail				Deleted, Revision 2.	
41-09 ***	LOGO Light	D	2	0		

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Attitude and Heading Reference System (AHRS)	B	2	1	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) RVSM operations are not conducted. NOTE: "AHRS 1(2) FAIL" CAS message may be displayed.	
20-02	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		C	-	1		
-01	Aural Alert	C	1	0	May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, and b) Visual alert operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by 14 CFR.	
		B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
22-01	Magnetometer	B	3	2	May be inoperative provided functional heading source is selected for each crewmember's PFD.	
34-01	Marker Beacon Receiver	C	1	0	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.	
42-01	Weather Radar System	D	1	0	May be inoperative provided procedures do not require its use.	
44-01 ***	Radio Altimeter	C	-	0	(M) May be inoperative provided: a) Operational procedures do not require its use, and b) System is deactivated. NOTE: TCAS II and TAWS A will be failed.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-02 ***	TAWS Equipment (Class A)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1-4				Deleted, Revision 2.	
-02	Test Mode				Deleted, Revision 2.	
-03	Glideslope Deviation (Mode 5)				Deleted, Revision 2.	
-04	Advisory Callouts				Deleted, Revision 2.	
-05 ***	Windshear Mode (Reactive)				Deleted, Revision 2.	
-06	Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions				Deleted, Revision 2.	
-07	Terrain Displays				Deleted, Revision 2.	
-08	Runway Awareness and Advisory System (RAAS)				Deleted, Revision 2.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-03	TAWS Equipment (Class B)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1 and 3				Deleted, Revision 2.	
-02	Test Mode				Deleted, Revision 2.	
-03	Modes 2, 4, and 5				Deleted, Revision 2.	
-04	Advisory Callouts				Deleted, Revision 2.	
-05 ***	Windshear Mode (Reactive)				Deleted, Revision 2.	
-06	Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions				Deleted, Revision 2.	
-07	Terrain Displays				Deleted, Revision 2.	
-08 ***	Runway Awareness and Advisory System (SurfaceWatch)				Deleted, Revision 2.	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Traffic Alert and Collision Avoidance System (TCAS I)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	1	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	1	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-02	Resolution Advisory (RA) Display System(s)	C	2	0	(O) May be inoperative provided: a) Traffic alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
		C	2	1	May be inoperative on non-flying pilot's side.	
45-03	Traffic Alert (TA) Display System(s)	C	3	0	May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
45-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
45-05	Airspace Selection Function	C	-	0		
51-01 ***	Distance Measuring Equipment (DME)	D	-	0	Any in excess of those required by 14 CFR may be inoperative. NOTE: "DME FAIL" CAS message may be displayed.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-01	ATC Transponder and Altitude Reporting System	B	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: "TRANSPONDER 1(2) FAIL" CAS message may be displayed.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: "TRANSPONDER 1(2) FAIL" CAS message may be displayed.	
52-02	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR)	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.	
52-03	ADS-B Squitter Transmissions				Moved to Item 34-52-04.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-04 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-05	Altitude Reporting System	B	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: "TRANSPONDER 1(2) FAIL" CAS message may be displayed.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: "TRANSPONDER 1(2) FAIL" CAS message may be displayed.	
52-06	Ident Switch (Yoke)	C	2	0	(O) May be inoperative provided IDENT selection through CDU is operational.	
54-01	VOR/ILS	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
		C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
-01	Glideslope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use. NOTE: "GLIDE SLOPE 1(2) FAIL" CAS message may be displayed.	

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- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided procedures do not require its use. NOTE: "ADF FAIL" CAS message may be displayed.	
57-01	GPS	B	2	1	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
61-01	Aviation Databases				Deleted, Revision 2.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Oxygen Pressure Gauge (Forward Baggage)	D	1	0	May be inoperative provided the cockpit quantity display is operational.	
00-02	Remote Fill Port, Oxygen Bottle	D	1	0		
10-01	Crew Mask Storage Box (Audio Switch)	B	2	0	NOTE: Oxygen EMER switch must be used to activate mask microphone.	
10-02	Oxygen Pressure Switch (Cockpit)	B	1	0	May be inoperative provided oxygen mask PRESS TO TEST button is depressed for a minimum of 5 seconds to verify oxygen flow. NOTE: "OXYGEN UNAVAILABLE" CAS message may be displayed.	
10-03	Co-pilot Oxygen Mask	C	1	0	May be inoperative provided co-pilot seat is not occupied and seat is placarded "DO NOT OCCUPY".	
20-01	Cabin Control Valve	B	1	0	May be inoperative provided: a) Select cabin control valve to "OFF" and verify no decrease in oxygen quantity, b) Cabin is not occupied, and c) Cabin seats are placarded "DO NOT OCCUPY".	
20-02	Passenger Mask Deployment System	B	-	0	Individual passenger oxygen modules may be inoperative provided the associated seats are placarded "DO NOT OCCUPY".	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
00-04	HP REG Shutoff Valve (HPRSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
00-05	Nacelle Shutoff Valve (NPRSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-01	Flow Control Valve (FCSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Temperature Modulating Valve	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
11-02	Temperature Modulating Valve Temperature Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) CABIN BLEED FAULT" CAS message may be displayed.	
11-03	Fan Air Valve	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL" CAS message may be displayed.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-04	Fan Air Temp Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL/FAULT" CAS message may be displayed.	
11-05	Fan Air Valve Controller	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL" CAS message may be displayed.	
20-01	Manifold Press Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected cabin inflow and engine bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAULT" CAS message may be displayed.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Dual Tank Assembly, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded "INOPERATIVE", and b) Water tank is emptied prior to flight.	
20-02	Sink Drain Assembly, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded "INOPERATIVE", and b) Water tank is emptied prior to flight.	
20-03	Pump Assembly, Water System	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded "INOPERATIVE", and b) Water tank is emptied prior to flight.	
20-04	Faucet Assembly, Water System	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded "INOPERATIVE", and b) Water tank is emptied prior to flight.	
20-05	Hydraulic Block Assembly, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded "INOPERATIVE", and b) Water tank is emptied prior to flight.	
30-01	Flush Pump	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded "INOPERATIVE", and b) Lavatory toilet is drained prior to flight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Flush Timer	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded "INOPERATIVE", and b) Lavatory toilet is drained prior to flight.	
30-03	Flush Switch	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded "INOPERATIVE", and b) Lavatory toilet is drained prior to flight.	
30-04	Toilet Assembly	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded "INOPERATIVE", and b) Lavatory toilet is drained prior to flight.	
30-05 ***	Lavatory Service Fittings	D	2	0	May be inoperative provided: a) Lavatory toilet is placarded "INOPERATIVE", and b) No leaks present at fittings.	
30-06 ***	Macerator	D	1	0	May be inoperative provided lavatory toilet is placarded "INOPERATIVE".	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10-01	KEY LOCK, Main Entry Door	D	1	0	May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "CABIN DOOR UNSAFE" CAS message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	
30-01	KEY LOCK, FWD Baggage Door	D	1	0	May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "FWD BAG DOOR UNSAFE" CAS message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	
30-02	KEY LOCK, AFT Baggage Door	D	1	0	May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "AFT BAG DOOR UNSAFE" CAS message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

57. Wings

Sequence No.	Item	1	2	3	4	Change Bar
54-01	Winglet Triangles (Serial Numbers 42000012 thru 42000125 without SB-420-55-001)	A	36	0	(O) May be missing provided repairs are made within 150 flight-hours.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
00-01	FADEC System					
-01	Time Limited Dispatch Faults	A	-	-	May be dispatched with system faults provided: a) Short time or long time dispatch item is determined within 300 flight-hours, b) Aircraft discrepancy log entry is made annotating the current aircraft flight-hours, and c) Accumulated flight-hours since time of fault are subtracted from the total hours allowed by the dispatch item once determined.	
-01A	SHORT TIME DISPATCH Items	A	-	-	(M) May be dispatched with system faults provided repairs are made within 300 flight-hours from the initial time limited dispatch fault indication in item 73-00-01. NOTE: "L(R) ENG TLD" CAS message may be displayed.	
-01B	LONG TIME DISPATCH Items	A	-	-	(M) May be dispatched with system faults provided repairs are made within 600 flight-hours from the initial time limited dispatch fault indication in item 73-00-01. NOTE: "L(R) ENG TLD" CAS message may be displayed.	

SECTION TWO

CREW ALERT SYSTEM (CAS) MESSAGE RELIEF

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STATEMENT PAGE

1. Section Two of the MMEL will list only Crew Alert system (CAS) messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

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TABLE KEY

- 1. REPAIR CATEGORY
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CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
	ADF FAIL	C	See item 34-55-01.	
	ADS B OUT 1(2) FAIL	C	See item 34-52-03.	
52-70-01	AFT BAG DOOR OPEN	C	May be displayed provided: <ul style="list-style-type: none"> a) Aft Baggage door is closed and the four latch handles are flush with fuselage prior to each flight, and b) Aft Baggage door warning system is considered inoperative. NOTE: "AFT BAG DOOR UNSAFE" CAS message may be displayed during taxi and flight.	
	AHRS 1(2) FAIL	B	See item 34-20-01.	
	R AUDIO FAIL	C	See item 23-50-10.	
	AUTOPILOT FAIL	C	See item 22-10-02.	
	AVIONICS FAULT		Deleted, Revision 2.	
	CABIN ALT CTRL FAIL	B	See item 21-33-01.	
	CABIN ALT CTRL FAULT	B	See item 21-33-01.	
	CABIN ALT FAULT	B	See item 21-32-01.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
	CABIN ALT HIGH	B	See item 21-33-01.	
24-60-01	CABIN BUS FAIL	D	(O) May be displayed provided CABIN POWER switch is selected "OFF".	
	L(R) CABIN BLEED FAIL	B	See item 36-10-01.	
	L(R) CABIN BLEED FAULT	B	See item 36-10-01.	
	L(R) CABIN BLEED TEMP HIGH	B	See item 36-10-01.	
52-70-02	CABIN DOOR OPEN	C	May be displayed provided: <ul style="list-style-type: none"> a) The cabin door is closed and latched, b) The four visual indicators show locked (green) before each flight, and c) The cabin door warning system is considered inoperative. NOTE1: "CABIN DOOR UNSAFE" CAS message may be displayed during taxi and flight. NOTE 2: Pressurization inhibited until aircraft is weight off wheels.	
23-12-02	COM 1 RELAY FAULT	B	(O) May be displayed provided procedures to ensure proper radio selections are made through the control display units (CDU).	
	COM 1 (2) TEMP HIGH	C	See item 23-00-01.	
	CPDLC FAIL	C	See item 23-20-01.	
	CPDLC TEMP HIGH	C	See item 23-20-01.	
	CRUISE SPD CTRL FAIL	D	See item 22-30-01.	
	CVR FAIL	A	See item 31-30-01.	

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TABLE KEY
 1. REPAIR CATEGORY
 2. DISPATCH CONSIDERATION

CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
	DME FAIL	C	See item 34-51-01.	
	ECS AIR COND FAIL	B	See item 21-50-01.	
	ECS AIR COND FAULT	C	See item 21-21-01/02.	
	ECS GND COOLING FAN FAIL	C	See item 21-21-03.	
52-70-05	ELEC SRVC DOOR OPEN	C	May be displayed provided: a) The electrical service door is verified closed prior to each flight, and b) Electrical service door warning system is considered inoperative.	
52-70-03	EMER EXIT DOOR UNSAFE	C	May be displayed provided: a) Emergency exit door is closed and the latch handle is flush with fuselage prior to each flight, and b) Emergency exit door warning system is considered inoperative.	
	L(R) ENG ANTI-ICE FAIL	C	See item 30-20-01 (Closed).	
	L(R) ENG ANTI-ICE FAULT	C	See item 30-20-02/03.	
	L(R) ENG BLEED FAULT	B	See item 36-00-04.	
	L(R) ENG TLD	A	See items 73-00-01-01A/-01B.	
76-01-01	ENG SYNC FAIL	D	May be displayed.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
	FDR FAIL	A	See item 31-30-01.	
27-50-01	FLAP DEGRADE	C	May be displayed provided: <ul style="list-style-type: none"> a) Message is displayed only during flap operation, b) During flap operation, no other flap CAS message is displayed, c) Flap indication on Aircraft System Information (ASI) is operative, and d) Flaps are visually checked for functionality before each flight. 	
	FUEL ISO VALVE CLOSED	C	See item 28-10-02.	
	FUEL ISO VALVE OPEN	B	See item 28-10-02.	
52-70-04	FWD BAG DOOR OPEN	C	May be displayed provided: <ul style="list-style-type: none"> a) Forward baggage door is verified closed and the four latch handles are flush with fuselage prior to each flight, and b) Forward baggage door warning system is considered inoperative. NOTE: "FWD BAG DOOR UNSAFE" CAS message may be displayed during taxi and flight.	
	GLIDE-SLOPE 1(2) FAIL	C	See item 34-54-01-01.	
	HYD FLUID LEVEL LOW	B	Deleted, Revision 2.	
	HYD FLUID OVERFILL	B	See item 29-00-02.	

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TABLE KEY

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2. DISPATCH CONSIDERATION

CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
33-40-04	ICE DETECT FAIL	C	See item 30-80-01.	
	ICE DETECT FAULT	C	See item 30-80-01.	
	LIGHTING CONTROL 1 FAIL	C	May be displayed provided aircraft is operated between sunrise and sunset only. NOTE: The following lights will be inoperative: left belly landing/taxi light, left and optional right ice inspection light, left-right-tail position (navigation) lights, belly ground recognition beacon light, and right wing taxi light.	
	L(R) MIC STUCK ON	-	See item 23-50-06/09.	
	OXYGEN UNAVAILABLE	B	See item 35-10-02.	
22-16-01	ROLL TRIM FAULT	C	May be displayed provided position indication on Aircraft System Information (ASI) is operative.	
	SATCOM FAIL	D	See item 23-00-01.	
	SPEED BRAKE FAIL	C	See item 27-60-01.	
22-00-04	STABILITY & PROT FAIL	C	If displayed, turn STABILITY and PROT "OFF" through control display unit (CDU).	
	SURFACE WATCH FAIL	C	See item 34-61-01.	

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TABLE KEY
 1. REPAIR CATEGORY
 2. DISPATCH CONSIDERATION

CAS Messages

Sequence No.	CAS Message	1	2	Change Bar
	TAIL DE-ICE FAIL	C	See item 30-10-04.	
	TAIL DE-ICE FAIL ON	C	See item 30-10-04.	
	TAIL DE-ICE FAULT	C	See item 30-12-01.	
	TRANSPONDER 1(2) FAIL	B	See item 34-52-01.	
	WINDSHEAR FAIL	-	See item 34-44-07	
	WING ANTI-ICE FAIL	C	See item 30-10-03.	
	WING ANTI-ICE FAULT	C	See item 30-10-03.	
	L(R)WING ANTI-ICE TEMP LOW	C	See item 30-10-03.	
	WING ANTI-ICE UNAVAIL	C	See item 30-10-02.	
	WEATHER RADAR FAIL	D	See item 34-42-01.	
	L(R) WSHD ZONE FAIL	C	See item 30-40-01.	
	L(R) WSHD ZONE FAULT	C	See item 30-40-01.	
	L(R)WSHD ZONE OVERHEAT	C	See item 30-40-01.	
	XM DATA LINK FAIL	D	See item 23-21-01.	
22-16-02	YAW TRIM FAULT	C	May be displayed provided position indication on Aircraft System Information (ASI) is operative.	