



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

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# Master Minimum Equipment List (MMEL)

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Revision: 8  
Date: 06/27/2009

## **Hawker Beechcraft Corporation** **C18S, D18C, D18S, E18S, E18S-9700, G18S, H18**

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**CONTROL PAGE**

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
ORIGINAL	04/01/1980	COMPLETE
1	03/15/1982	I, VIII, IX, 27, 37, 73
2	06/11/1985	COMPLETE
3	06/03/1986	ADDS BEECHCRAFT MODEL C-45
4	03/05/1987	27-1
5	02/24/1989	COMPLETE
6	06/19/1989	DEFINITIONS, PREAMBLE
7	01/10/1992	HIGHLIGHTS OF REV., DEFINITIONS
7	01/10/1992	GUIDELINES
7	01/10/1992	21-1, 22-1, 23-1, 23-2, 24-1
7	01/10/1992	25-1, 25-2, 26-1, 27-1, 28-1
7	01/10/1992	30-1, 31-1, 32-1, 33-1, 33-2
7	01/10/1992	34-1, 34-2, 34-3, 34-4, 35-1
7	01/10/1992	61-1, 77-1, 79-1
8	06/27/2009	COMPLETE REVISION OF ALL PAGES

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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 8**.

PAGE NO.	EXPLANATION OF CHANGE
Cover Page	Revision 8 combines the (Piston) MMEL Revision 7 and the (TurboProp) MMEL Revision 4 into one MMEL and Adds aircraft model applicability list to cover page. This MMEL now applies to both (Piston) and (TurboProp) Beechcraft Model 18s.
All	Throughout MMEL the "*" and word "or" in the Remarks column is removed IAW PL-31.
Definitions	Updated to current Policy Letter 25 revision.
Guidelines for (M) and (O) Procedures	Updated to incorporate changes to Revision 8.
21-7	Include Bleed Air Shutoff Valves relief for (Turbine STC Only) and Add icing restriction because only single bleed source to operate airframe deicing system.
22-1	Autopilot relief updated IAW PL-101.
22-1-1	Autopilot Disconnect relief added IAW PL-93.
22-2	Add Flight Director relief and add (M) to deactivate.
23-1-1	Communications System relief updated IAW PL-95.
23-1-2	HF communications relief updated IAW PL-106.
23-2	Correct format IAW PL-31, Change number installed of first relief to match Remarks, Add Repair Category added to second relief & change Remarks.
23-4	Public Address System relief updated IAW PL-9.
23-5	Cockpit Voice Recorder relief updated IAW PL-29.
23-6	Boom Microphone relief updated IAW PL-58.
23-7	Add relief for Hand Held Microphones.
23-8	Add relief for Static Discharge Wicks.
24-2	Include Battery relief for (Turbine STC Only).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
25-1	Revised Remarks for clarity.
25-2	Passenger Seat relief updated IAW PL-79.
25-3	Update Flotation Equipment to specify applicable equipment.
25-4	Update ELT relief IAW PL-120.
25-4-2-a	Add relief for ELT Remote Switch.
25-5	Passenger Convenience Items relief updated to Non-Essential Equipment and Furnishings relief IAW PL-116.
25-6	Emergency Medical Equipment relief added IAW PL-73.
25-7	"Fasten Seat Belt While Seated" Sign or Placard relief added IAW PL-89.
25-8	Cargo Restraint System relief added IAW PL-100.
25-9	Cabin Stowage Compartment relief added IAW PL-85.
26-1	Portable Fire Extinguisher relief updated IAW PL-75.
27-1	Change Remarks to address Autopilot with inoperative Electric Trim.
27-1-1	Add relief for Electric Elevator Trim Switches.
27-2	Revise Trim Tab Position Indicators to separate relief for Elevator Trim Position Indicator to address Electric Trim considerations.
28-1	Revise Fuel Quantity Indicator relief to address different installed systems.
30-2	Change Remarks address inoperative equipment rather than operative equipment and add relief for VFR operation.
30-2-1	Add relief for Pitot Heat Indicating Systems IAW PL-90.
30-7	Include Engine Inlet Anti-Ice Valve relief for (Turbine STC Only).
31-3	Flight Data Recorder System relief updated IAW PL-87.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
33-2	Add Landing Light relief for one being inoperative.
33-5	Cockpit and Instrument Lighting System relief updated IAW PL-77.
33-6	Cabin Lighting updated to establish minimum lighting requirements.
33-7	Wing Ice Detection Light relief updated IAW current policy for PL-72.
34-1	Change Remarks wording for consistency IAW PL-31.
34-2	Change Remarks wording for consistency IAW PL-31.
34-3	Add item descriptor (Attitude Indicator) and Change Remarks wording for consistency IAW PL-31.
34-4	Add item descriptor (Heading Indicator) and Change Remarks wording for consistency IAW PL-31.
34-5	Reformat Remarks IAW PL-31 and change Remarks to Day VFR.
34-6	Reformat Remarks IAW PL-31 and change Remarks to Day VFR.
34-7	Move Flight Director relief to Chapter 22, Autoflight.
34-8	Add Remarks to Radar Altimeter and NOTE for affected equipment.
34-9	Add full title to item IAW PL-31.
34-10	Add full title to item IAW PL-31.
34-12	Transponder relief updated IAW PL-76.
34-14	Remove equipment descriptions from item that are not applicable.
34-14-1	Add relief for Navigation Databases IAW PL-98.
34-15	DME relief updated IAW PL-3.
34-16	Altitude Alerting System changed to "C" category.
34-17	Altitude Encoder relief combined with ATC Transponder relief IAW PL-76.
34-18	Non-Stabilized Magnetic Compass System relief updated IAW PL-10.
34-19	TCAS System relief replaced by TCAS I relief IAW PL-32.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
34-20	TCAS II relief added IAW PL-32.
34-21	TAWS relief added IAW PL-54.
34-22	Standby Attitude Indicator relief added IAW PL-111.
34-23	Windshear Warning and Flight Guidance Systems relief added IAW PL-67.
34-24	Windshear Detection and Avoidance Systems relief added IAW PL-67.
34-25	ADS-B relief added IAW PL-105.
35-2	Protective Breathing Equipment relief added IAW PL-43.
46	Chapter added for Information Systems relief IAW PL-121.
77-1	Add applicability to item for (Piston Engine Only).
79-1	Add applicability to item for (Piston Engine Only).

### **DEFINITIONS**

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, in accordance PL-25 Appendix B.

The 14 CFR regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into each specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

### **PREAMBLE**

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL). For operations under 14 CFR Parts 121, 125, 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 the current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

SEQUENCE NO.	PROCEDURE
21-1	(M) Maintenance procedure to deactivate and ensure no fuel leak or mechanical/electrical fault will cause a fire or additional damage.
21-5	(M) Maintenance procedure to deactivate and ensure no mechanical problem exists that could cause an adverse effect on aircraft operation.
21-6	(O) Operations procedure to record Heater time of operation.
21-7	(O) Operations procedure to ensure affected Bleed Air Shut-Off Valve is in the closed position.
22-1	(M) Maintenance procedure to ensure no electrical or mechanical fault will have any adverse effect on any flight control functions.
22-2	(M) Maintenance procedure to deactivate the Flight Director.
23-1-2	(O) Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, SATCOM coverage is available over the intended route of flight, and if INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
23-4-1	(O) Operations procedure to ensure passengers are appropriately briefed.
25-2-1	(M) Maintenance procedure to ensure Seat is secured in the upright position.
25-2-2	(O) Operations procedure to ensure baggage is not stowed under Seat with inoperative stowage provisions, Seat is properly placarded.
25-4-2-a	(M) Maintenance procedure to disconnect ELT Remote Switch.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
25-8	(M) Maintenance procedure to ensure acceptable cargo loading limits from an approved source are observed.
25-9	(M) Maintenance procedure to secure the affected compartment closed.  (M) Maintenance procedure to remove the affected compartment door(s).  (O) Operations procedure to ensure crew awareness and passenger briefing regarding use of affected storage compartment.
25-9-1	(M) Maintenance procedure to ensure door latch is operable.
27-1	(M) Maintenance procedure ensure failure of Electric Trim will not interfere with operations of Manual Trim.
28-1	(O) Operations procedure to ensure the quantity of fuel on board meets the regulatory requirements for the intended flight. (One reliable means for determining fuel quantity is to fill Fuel Tanks and calculate fuel burn from full Tanks.)
30-2-1	(O) Operations procedure to verify heating of the Pitot Tubes.
31-2	(O) Operations procedure to record aircraft flight time.
32-1	(O) Operations procedure to prevent movement of the aircraft when stopped or parked.
33-6	(O) Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations.
33-9	(O) Operations procedure to ensure passengers are appropriately briefed.
34-8	(M) Maintenance procedure to deactivate Radar Altimeter.  (O) Operations procedure for terrain clearance awareness and approach minimums awareness with the radar altimeter inoperative.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
34-14-1	(O) Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified.
34-16	(O) Operations procedure to ensure crew awareness of Altitude Assignments with inoperative Altitude Alerting System.
34-18	(O) Operations procedure to ensure required number of sources of magnetic heading information are available and operative.
34-19	(M) Maintenance procedure to ensure the System is deactivated and secured.
34-20	(M) Maintenance procedure to ensure the System is deactivated and secured.
34-20-2	(O) Operations procedure to ensure TA visual display and audio functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.
34-20-3	(O) Operations procedure to ensure RA visual display and audio functions are operative, and enroute or approach procedures do not require use of the TA Display System.
34-21-B-1	(O) Operations procedure to ensure alternate means of terrain awareness with inoperative TAWS/GPWS.
34-21-B-1-a	(O) Operations procedure to ensure alternate means of terrain awareness with inoperative Mode(s).
34-21-B-1-d	(O) Operations procedure to ensure alternate means of crew awareness with inoperative advisory callout(s).
34-21-B-1-e	(O) Operations procedure to ensure alternate procedures for windshear avoidance when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
34-21-C-1	(O) Operations procedure to ensure alternate means of terrain awareness with inoperative TAWS/GPWS.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
34-23	(O) Operations procedure to ensure alternate procedures for windshear avoidance when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
34-24	(O) Operations procedure to ensure alternate procedures for windshear avoidance when Windshear Detection and Avoidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.
46-1	(O) Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-1-1	(O) Procedures for alternate means to operate the EFB without automatic data input.
46-1-2	(O) Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration or alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-1-3	<p>(M) Procedure to ensure associated EFB and hardware is secured in an acceptable location by alternate means or removed from aircraft.</p> <p>(O) Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available.</p> <p>(M) Procedure to ensure associated EFB and hardware is secured in an acceptable location by alternate means or removed from aircraft.</p>

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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
1.	Combustion Heater	C	1	0	(M)	
2.	Heater Blower	C	1	0	May be inoperative provided: a) Combustion Heater is not used on the ground, b) Windshield defogging is not required, and c) Combustion Heater is turned OFF prior to landing.	
3.	Heater Temperature Control (Automatic)	C	1	0	May be inoperative provided Manual Control is operative.	
4.	Heater Temperature Control (Manual)	C	1	0	May be inoperative provided Automatic Control is operative.	
5.	Air Conditioner	C	1	0	(M)	
6.	Heater Hour Meter	C	1	0	(O)	
7.	Bleed Air Shutoff Valves (Turbine STC Only)	C	2	1	(O) One may be inoperative provided: a) Inoperative valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions.	   

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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.	
1)	Autopilot Disconnect (Yoke Button)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Operations do not require the use of the Autopilot.	
		B	-	0	May be inoperative provided Autopilot is not used.	
2.	Flight Director	C	1	0	(M) May be inoperative provided operations do not require its use	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System					
1)	VHF & UHF	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.	
2)	High Frequency (HF)	D	-	-	Any in excess of those required by FAR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ol style="list-style-type: none"> <li>a) SATCOM Voice or Data Link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.</li> </ol>	
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.	

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---	--

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Speaker	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided: a) An operative Headset is used by the flight crew, and b) Aircraft is operated VFR.	
3.	Audio Amplifier				DELETED, REVISION 7.	
4.	Passenger Address System (PA)					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.	
2)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
5.	Cockpit Voice Recorder (CVR)					
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3)	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Boom Microphones (including Headset Mic)					
1)	With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2)	With Only Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	
7.	Hand Held Microphones	C	2	1	Right side may be inoperative provided Second-in-Command is not required.	
		C	2	1	One may be inoperative provided a Boom Microphone is available and operative at the affected flight deck position.	
8.	Static Discharge Wicks	C	-	-	One may be damaged or missing.	

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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Inverters	B	2	1	One may be inoperative for day VFR.	
2.	Batteries (Turbine STC Only)	B	2	1	One may be inoperative for day VFR provided: a) Battery switch for inoperative battery remains OFF, and b) GPU is used for engine starting.	     

AIRCRAFT: Hawker Beechcraft Model 18	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative provided seat remains unoccupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative Seat Belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
1)	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the upright position.	
		C	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the upright position.	
(Continued)						

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seat(s) (Continued)					
2)	Underseat Baggage Stowage	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative stowage provisions, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative stowage provisions.	
3)	Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secure in the upright position.	
3.	Flotation/Overwater Equipment					
1)	Flotation Devices (TSO-C72)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2)	Life Rafts	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
3)	Life Preservers (TSO-C13)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
4.	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2)	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within ninety days.	
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
	a) Remote Switch ***	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.	
5. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
					NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
6.	Emergency Medical Equipment					
1) ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.	
2) ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.	
3)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.	
7.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	
8. ***	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
		C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
9.	Cabin Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established to secure compartment closed,</li> <li>b) Associated compartment is placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected Compartment is considered inoperative and</li> <li>d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.</li> </ol>	
		C	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected door is removed,</li> <li>b) Associated compartment is not used for storage of any items, except those permanently affixed,</li> <li>c) Associated compartment is placarded "DO NOT USE",</li> <li>d) Passengers are briefed that associated compartment is not used.</li> </ol> <p>NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.</p>	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided door is be secure.	

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**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.	
2.	Engine Fire Extinguisher System	C	2	0		

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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
1.	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided: a) Manual Trim is verified operative, and b) Autopilot is considered inoperative.	
1)	Electric Elevator Trim Switches (Yoke)	C	2	1	May be inoperative provided Manual Pitch Trim is verified operative.	
2.	Trim Tab Position Indicators					
1)	(Rudder and Aileron Trim Position Indicators)	C	2	0	May be inoperative provided: a) Tab is checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	
2)	(Elevator Trim Position Indicator)	C	1	0	May be inoperative provided: a) Electric Elevator Trim is considered inoperative, b) Autopilot is considered inoperative, c) Tab is checked for full range of operation, d) Tab operation is not affected, and e) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Quantity Indicator System					
	(G18S & H18 Piston Engine Only)	C	2	1	(O) One Tank Quantity Indication may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.	   
	(C18S, D18C, D18S, E18S & E18S-9700 Piston Engine Only)	C	1	1	(O) One individual fuel tank selection of the fuel quantity indicator selector (liquidometer selector) may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight.	         

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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
1.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
2.	Pitot Heater	B	-	1	Right side may be inoperative provided: a) SIC is not required, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	-	0	May be inoperative provided aircraft is operated VFR only.	
1) ***	Pitot Heat Indicating Systems	C	-	0	(O) May be inoperative provided: a) Pitot Heat heating elements are verified operative, and b) The airplane is not operated into known or forecast icing conditions.	
3.	Stall Warning Vane Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
4.	Surface Deicing System (Wing, Vertical, & Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Propeller Anti-Ice/Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Windshield Anti-Ice/Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7.	Engine Inlet Anti-Ice Valve (Turbine STC Only)	C	2	0	May be inoperative provided aircraft is not operated in visible moisture at or below 5 degrees Celsius.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock with Sweep Second Hand or Electric Digital Clock	C	1	0	May be inoperative for VFR operations.	
2. ***	Flight Hour Recorder	C	1	0	(O)	
3.	Flight Data Recorder (FDR) System  (For Air Carriers and Commercial Operator Certificate Holders)	C	-	-	Any in excess of those required by FAR may be inoperative.	
		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 was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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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
3.	Flight Data Recorder (FDR) System (Continued)					
1)	FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
2)	FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
	(For Operators Other Than Holders of Air Carrier or Commercial Operator Certificates)	C	-	1	Any in excess of those required by FAR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake	C	1	0	(O)	

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**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Position Lights	C	3	0	May be inoperative for day operations.	
2.	Landing Lights	C	-	0	May be inoperative for day operations.	
		C	2	1	One may be inoperative.	
3.	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.	
4.	Taxi Light	C	1	0		
5.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
6.	Cabin Light System	C	-	-	(O) May be partially inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night.	

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
7.	Wing Ice Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require use of Wing Ice Lights.	
		C	-	0	May be inoperative provided: a) Aircraft is equipped with an approved Ice Detection System, and b) Ground deicing procedures do not require use of Wing Ice Lights.	
		C	2	1	One may be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights.	
8.	Strobe Light System	C	1	0		
9.	Passenger Notice System (Fasten Seat Belt/ No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.	

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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
1.	Altimeter Barometric Pressure Adjustable	B	2	1	May be inoperative on right side provided aircraft is operated Day VMC.  NOTE: Where a Servoed Electric Altimeter is installed, a functioning Pneumatic Indicator is required.	
2.	Airspeed Indicator	B	2	1	May be inoperative on right side provided aircraft is operated Day VMC.  NOTE: Where a Servoed Electric Airspeed is installed, a functioning Pneumatic Indicator is required.	
3.	Gyroscopic Pitch and Bank Indicator System (Attitude Indicator)	B	2	1	May be inoperative on right side provided aircraft is operated Day VMC.	
4.	Gyroscopic Directional Indicator System (Heading Indicator)	B	2	1	May be inoperative on right side provided aircraft is operated Day VMC.	
5.	Gyroscopic Rate of Turn/Slip Skid Indicator	B	2	1	May be inoperative on right side.	
		B	2	0	May be inoperative provided aircraft is operated Day VFR.	
6.	Vertical Speed Indicator	B	2	1	May be inoperative on right side.	
		B	2	0	May be inoperative provided aircraft is operated Day VFR.	
7.	Flight Director				DELETED, Moved Chapter 22, Rev. 8	

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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
8.	Radar Altimeter	C	1	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used.  NOTE: TAWS, GPWS or TCAS may be affected.	
9.	Radio Magnetic Indicator (RMI)	C	1	0	As required by FAR.	
10.	Automatic Direction Finder (ADF)	C	1	0	As required by FAR.	
11.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.	
12.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	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.	
		D	-	1	Any in excess of those required by FAR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
2) ***	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

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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
13.	Marker Beacon	C	1	0	May be inoperative provided approach procedures do not require its use.	
14.	Navigation Equipment (VOR/ILS, LORAN, RNAV, INS, GPS,)	C	-	-	As required by FAR.	
1)	Navigation Databases	C	-	-	(O) May be inoperative provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
15.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.	
16.	Altitude Alerting System	C	-	0	(O)	
17.	Altitude Encoder				COMBINED WITH ATC TRANSPONDER, REVISION 8.	

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---	--

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
18.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or IRU/AHRS Stabilized Compass Systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with approved Free Gyro Navigation Techniques.	
19.	Traffic Alert and Collision Avoidance System (TCAS I)	C	-	0	(M) May be inoperative provided: a) Not required by FAR, 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
20.	Traffic Alert and Collision Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	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.	
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
21.	Terrain Awareness and Warning System (TAWS)					
A.					NOTE: Class A TAWS equipment is not required by FAR.	
B.	(Class B TAWS Equipment Required by FAR) (Turbine STC Only)					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	c) Modes 2, 4 & 5 ***	C	3	0		
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR, and b) Alternate procedures are established and used.	
	e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
21.	Terrain Awareness and Warning System (TAWS) (Continued)					
B.	(Class B TAWS Equipment Required by FAR) (Turbine STC Only) (Continued)					
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
C.	(Class C TAWS/GPWS Equipment Not Required by FAR)					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE 1: Any Mode that operates normally may be used.	
					NOTE 2: Test Mode must be operative.	

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
22.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.	
		B	-	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.	
23. ***	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
24. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
25.	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
1)	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
2)	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
3)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
4)	Data Link Transmitter(s)	D	-	0		
5)	Data Link Receiver(s)	D	-	0		

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4. REMARKS OR EXCEPTIONS

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System	C	-	-	As required by FAR.	
2.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.	 

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag Systems (EFBs)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE 1: If alternate source is electronic, dual redundancy is required for operation.  NOTE 2: Any function, program or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
2) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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**61. Propellers**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Synchronizer	C	1	0		

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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1.	EGT Gauges (Piston Engine Only)	C	2	0		

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AIRCRAFT:  
 Hawker Beechcraft Model 18

**TABLE KEY**

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

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oil Dilution Systems (Piston Engine Only)	C	2	0		