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# Master Minimum Equipment List (MMEL)

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Revision: 9  
Date: 10/29/2015

## **Beechcraft Corporation** **MU-300 / BE-400 / BE-400A**

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**HIGHLIGHTS OF CHANGE**

**Revision 9** is issued with the following changes:

PAGE NO.	EXPLANATION OF CHANGE
General	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.
All	Numbering format is changed using Joint Aircraft System/Component Code (JASC). Pages with changed numbering will not be marked with change bars. Only items below with content changes will be marked with change bars.
All	Added the term "14 CFR" replacing the term "FAR" per PL-025
Guidelines for (O) & (M) Procedures	Added (M)(O) procedure to deactivate Autopilot System. Added (M) procedure to deactivate Auto Throttle System. (ST03473CH) Added (M) procedure to deactivate Touchscreen Controller (G5000) Added (O) procedure to manually determine N1 settings. (G5000)
ATA 22	
10-01	Revised Remarks or Exceptions to deactivate Autopilot System.
10-01-03	Added exception for G5000.
10-01-04	Added exception for G5000.
10-01-06	Added exception for G5000.
10-01-05	Added relief for Autopilot Pitch Trim.
10-01-07	Added relief for Autopilot Roll Trim.
13-01-01	Added exception for G5000.
13-02	Added relief for GMC 7250 Flight Guidance Controller Annunciator.
13-03	Added relief for GMC 7250 Flight Guidance Controller Function Control.
30-01	Added relief for Auto Throttle System. (ST03473CH).
30-01-01	Added relief for Auto Throttle System. (ST03473CH).
30-01-02	Added relief for Auto Throttle System. (ST03473CH).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 23	
00-02	Added relief for Satellite Datalink Service.
10-02	Revised High Frequency (HF) Communications per PL-106.
40-01-02	Added relief for switch annunciator G5000.
50-02	Revised Flight Deck Headsets, Earphones/Headphones, Boom Microphones and Flight Deck Hand Microphones per PL-058.
50-03	Revised relief for Hand Microphones per PL-058.
ATA 24	
30-02	Added exception for G5000.
ATA 25	
20-02	Changed Repair Category to D.
62-01	Moved Emergency Locator Transmitter (ELT) to ATA 25 per JASC. Added relief for Remote Switch.
ATA 26	
10-01	Renamed Item.
ATA 27	
60-01	Added relief for G5000.
ATA 31	
30-01	Revised Flight Data Recorder System per PL-087.
50-06	Added relief for G5000 CAS messages displayed.
ATA 33	
10-01	Revised Cockpit/Flight Deck Lighting per PL-077
10-02	Added relief for G5000 Display Dimming Panel.
40-05	Revised Wing Icing Detection Lights per PL-072.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 34	
10-03	Add exception for G5000.
10-04	Add exception for G5000.
20-01	Add exception for G5000.
20-05-01	Add exception for G5000.
20-05-02	Add exception for G5000.
20-06-01	Add exception for G5000.
20-06-02	Add exception for G5000.
20-08	Add exception for G5000.
25-00	Add relief for Synthetic Vision.
25-01	Add relief for Display Controller (GCU 275).
25-02	Add relief for Touchscreen Controller (GTC 570).
40-04-02-02	Revised per PL-054.
44-02	Add relief for Surface Watch (G5000).
44-03-01	Revised Remarks and Exceptions.
44-03-02-02	Revised Remarks and Exceptions.
60-02	Revised Remarks and Exceptions.
ATA 35	
30-02	Revised Protective Breathing Equipment per PL-043.
ATA 74	
10-01	Added relief for G5000.
ATA 76	
00-02-01	Added relief for G5000.
ATA 77	
10-03	Added relief for G5000.

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**DEFINITIONS AND PREAMBLE**

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operator's MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

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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 some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures, excluding Non-Essential Equipment & Furnishings (NEF) (M) and (O) procedures:

SEQUENCE NO.	PROCEDURE
21-21-01	(M) Procedure to ensure Ventilation Blower is deactivated. (O) Procedure to plan ECS ON Takeoff Performance.
21-31-01 21-31-02 21-31-03	(O) Procedure to configure and operate aircraft unpressurized.
21-33-01	(M) Procedure to secure Outflow Valve(s) in the open position. (O) Procedure to configure and operate aircraft unpressurized.
21-33-02	(M) Procedure to secure Dump Valve in the open position. (O) Procedure to configure and operate the aircraft unpressurized.
21-34-01-02	(O) Procedure to configure and operate the aircraft unpressurized.
21-40-01 21-50-01	(M) Procedure to deactivate and secure the System.
21-50-01-01	(O) Procedure to accurately record operating time.
21-50-01-02	(O) Procedure to identify and ensure compliance with AFM.
22-10-01	(M) Procedure to deactivate Autopilot System and determine that Servos do not cause binding of the Control Cables. (O) Procedure to identify and flight plan for RVSM not authorized.
22-10-01-02	(O) Procedure to accomplish a Go-Around with Button/Mode inoperative.
22-10-01-03 22-10-01-04 22-10-01-05	(O) Procedure to verify proper annunciation(s) are displayed.
22-10-02	(O) Procedure to identify and comply with applicable AFM Limitations.
22-13-01	(O) Procedures for how to operate with the Flight Director inoperative and a procedure to identify and address RVSM not authorized.
22-13-01-01	(O) Procedure to verify proper annunciation(s) are displayed on EFIS.

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

SEQUENCE NO.	PROCEDURE
22-30-01 22-30-01-01 22-30-01-02	(M) Maintenance procedure for the deactivation of the Auto Throttle System. See NX0024-ICA-0101 Rev A or later revisions.
23-10-02	(O) Procedure to ensure all ATC procedures pertinent to the flight is complied with.
23-20-01	(O) Procedures for alternate means of communication for operational information and flight locating.
23-40-02-01 23-40-03	(O) Procedure to brief passengers by alternate means.
24-30-01	(M) Procedure to disconnect and remove Standby Battery.
24-30-02	(M) Procedure to manually test AUX BATT 1&2 at the battery pack prior to each departure and document results in aircraft records accessible to the PIC.  (O) Procedure to identify location of written aircraft records to PIC documenting the completion of the AUX BATT 1&2 Test by Maintenance prior to each departure from associated (M) procedure.
24-40-01	(M) Procedure to ensure the fault will not have an effect on any other Systems and system is not used.
25-10-01	(M) Procedure to secure Cockpit Door in the OPEN position.
25-10-02-01	(M) Procedure to ensure Seat is locked in a position that permits normal pilot visibility, full Flight Control movement and is acceptable to the flight crew.
25-10-02-02	(M) Procedure to remove or secure affected Arm Rest in full UP position.
25-10-05	(O) Procedure to display V-Speed Information in view of flight crew.
25-20-02	(M) Procedure to deactivate and secure EMS Equipment.
25-20-03-02	(M) Procedure to secure seat back in full upright position.
25-20-03-03	(M) Procedure to deactivate and secure System.
25-30-01	(M) Maintenance procedure to prevent waste introduction into inoperative Receptacle.  (O) Procedure to insure that sufficient Receptacles are available for all waste.
25-40-01	(M) Procedure to secure Lavatory Door and placard Lavatory inoperative.
25-40-02	(M) Procedure to deactivate or isolate equipment and ensure no leaks.

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

SEQUENCE NO.	PROCEDURE
25-62-01-03	(M) Maintenance procedure to disconnect ELT Remote Switch from the ELT and manually ARM the ELT in accordance with the ELT Manufacturer's Instructions.
25-70-01	(M) Maintenance procedure to deactivate and secure System.
26-10-04	(M) Procedure to lock and placard Lavatory Door. (O) Procedure to ensure Waste Receptacle is empty and used by crewmembers only.
26-20-01	(O) Procedure and alternate method to verify Engine Fire Extinguisher Bottle Pressure prior to each flight.
27-10-01	(O) Procedure and alternate method to complete preflight inspection of Roll Trim with inoperative Roll Trim Indicator and verify NEUTRAL position prior to flight. (Procedure should include crew awareness and monitoring of AP ROLL TRIM FAIL Annunciator in flight for improperly trimmed conditions.)
27-41-01	(O) Procedure and alternate method to complete exterior preflight inspection.
27-51-01	(O) Procedure to identify and review Limitations and procedures for Flaps when operating in icing conditions.
27-60-01	(O) Procedure for preflight inspection to ensure Speed Brakes are fully RETRACTED, crew procedures to verify the Speed Brakes fully retract if used in flight and placarding for crew awareness of restrictions.
27-70-01	(O) Procedure to secure Control Surfaces via alternate method.
28-10-01	(O) Procedure for method and crew awareness to refuel Fuselage Tank through Fuselage Filler Fuel Port only.
28-20-01-01	(M) Procedure to deactivate affected Transfer Pump(s).
28-20-01-02	(M) Procedure to deactivate affected Transfer Pump(s). (O) Alternate procedure to operate in Crossfeed (L or R to correspond to operative transfer pump) to maintain both Wing Fuel Tanks full for Taxi prior to Takeoff. Select Crossfeed NORM for Takeoff at the completion of the Before Takeoff Checklist. Reselect Crossfeed (L or R to correspond to operative transfer pump) at completion of After Takeoff Checklist when 1500 ft. AGL or above and 140 kts or greater to maintain fuel balance in flight. Select Crossfeed NORM when Fuselage Tank is empty.
28-20-01-03	(O) Procedure and method to verify Fuel Transfer Auto Mode is operative.
28-20-02-02	(O) Procedure to utilize the FUEL XFEED Indicator Light and respective JET PUMP Indicator Lights to determine Crossfeed Valve operation.

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

SEQUENCE NO.	PROCEDURE
28-40-01	(O) Procedure and method to visually verify fuel quantity and pilot monitor refueling to ensure fuel quantity and fuel balance is maintained.
28-40-02	(M) Procedure to deactivate Fuselage Tank Fill System. (O) Procedure to ensure Fuselage Tanks is verified EMPTY, verified FULL, or verified EMPTY prior to refueling with a known quantity of fuel observed by a flight crewmember.
29-31-03	(O) Procedure to verify hydraulic quantity prior to each flight leg.
30-10-02	(M) Procedure to deactivate System prior to flight.
30-10-02-01	(M) Procedure to verify the Horizontal Stabilizer Deice System is operative.
30-10-02-02	(M) Procedure to verify the Horizontal Stabilizer Anti-Ice System is operative.
30-20-01	(M) Procedure to secure the Engine Anti-Ice in the OFF position. (O) Procedure to review definition of Engine Icing Conditions and flight planning procedure to avoid all icing conditions and visible moisture. (M) Procedure to secure the Engine Anti-Ice in the ON position and verify ENG ICE TEMP LO Annunciator is operative. (O) Procedure to operate aircraft in accordance with Engine Anti-Ice ON Performance and AFM Limitations.
30-20-01-01	(O) Procedure to verify operation of Engine Anti-Ice System and ENG ICE TEMP LO Annunciator prior to each flight.
30-30-02-01 30-30-02-02	(O) Procedure to verify affected Pitot Heater is operative.
30-30-03-01	(O) Procedure to verify affected Static Port Heater is operative.
30-80-01	(O) Procedure to identify and comply with AFM Limitations where applicable.
30-80-01-01	(O) Procedure to identify and comply with AFM Limitations where applicable.
31-20-02	(O) Procedure to record flight hours via alternate method.
31-50-04	(O) Procedure to verify remaining Filament is operative and bright enough to provide adequate indication of Indicator / Annunciator operation.
32-30-01-01	(O) Procedure to ensure crew awareness that Landing Gear Handle Solenoid is inoperative and methods for Landing Gear retraction. (M) Maintenance procedure to verify that the Release Solenoid is working properly.

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

SEQUENCE NO.	PROCEDURE
32-40-01	(O) Operation procedure to ensure Anti-Skid Switch remains in the OFF position and that Performance Data appropriate to the runway surface conditions is available and used so as not to exceed AFM/POH Limitations.
32-40-01-01	(O) Operation procedure to ensure Anti-Skid Switch remains in the OFF position and that Performance Data appropriate to the runway surface conditions is available and used so as not to exceed AFM/POH Limitations.
33-20-01	(O) Procedure to alert passengers via alternate means.
33-20-02	(O) 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.
33-40-01-01-01	(O) Procedure and method to ensure no more than 6 LEDs are inoperative.
33-50-01	(O) Procedure to verify each Light of the Emergency Lighting System is operative prior to flight.
34-16-01	(O) Procedure to determine RVSM compliance and alternate procedures for crew coordination of altitude awareness
34-20-01-02	(O) Procedure that identifies PFD visual indications that AHRS is aligned.
34-20-05-02	(O) Procedure to verify PFD annunciation of reversionions.
34-20-07-01 34-20-07-02 34-20-07-04	(O) Procedure to configure and use operative Displays to obtain information normally available on inoperative Display.
34-20-08	(O) Procedure to configure and use operative Displays to obtain information normally available on inoperative Display.
34-25-02	(M) Procedure to deactivate Touchscreen Controller.
34-42-01-01	(O) Procedure for windshear awareness with Windshear Detection and Avoidance System inoperative. Alternate procedure should include review of windshear avoidance and windshear recovery procedures.
34-44-03-02-01	(O) Establish alternate procedures for terrain awareness and avoidance with the GPWS inoperative.
34-44-03-02-01-1	(O) Establish alternate procedures for terrain awareness and avoidance with affected GPWS modes inoperative.
34-44-03-02-01-4	(O) Procedure to establish alternate procedures for terrain awareness and avoidance with GPWS Advisory Modes inoperative.

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

SEQUENCE NO.	PROCEDURE
34-44-03-02-01-5	(O) Procedure to establish alternate procedures for windshear awareness and avoidance with the inoperative GPWS Windshear Mode. (Alternate procedure should include reviewing windshear avoidance and recovery procedures.)
34-44-03-03-01	(O) Procedure to establish alternate procedures for terrain awareness and avoidance with the TAWS / GPWS and/or Modes inoperative.
34-45-02 34-45-03	(M) Procedure to ensure the System is deactivated and secured.
34-45-03-02	(O) Operations procedure to ensure TA Visual Display and audio functions are operative and TA ONLY Mode is selected.
34-45-03-03	(O) Operations procedure to ensure RA Visual Display and audio functions are operative.
34-53-01	(O) Procedure to verify status and suitability of available Navigation Facilities used to define route of flight, and use manual tuning of Approach Navigation Radios.
34-60-01	(O) Procedure to ensure completion of the flight is not dependent on information only available through the CDU.
34-60-02	(O) Procedure to ensure alternate means of navigation and determine adequate Navigation Systems are available for completion of each flight.
34-60-02-01	(O) Procedure to ensure crew awareness of inoperative VNAV and alternate operating procedures for vertical navigation.
34-61-01	(O) Procedure to ensure current Aeronautical Charts are used, verify status and suitability of the Navigation Facilities used to define route of flight, and use manual tuning of Approach Navigation Radios.
35-00-01	(O) Procedure to verify stable oxygen quantity prior to each flight.
35-20-01-01	(O) Procedure to establish alternate methods to verify Passenger Oxygen System is operating when required. (Procedures should include System cues such as visual verification of Mask deployment, activation of Cabin Lighting and activation of No Smoking Sign.)
35-20-01-02	(M) Maintenance procedure to remove affected Passenger Oxygen Mask and for BE-400A ensure no oxygen will flow from affected Passenger Oxygen Unit. (For MU-300 and BE-400 remove and secure Oxygen Canister.)
35-20-01-03	(M) Maintenance procedure to secure Mask Access Panels.
35-20-01-04	(M) Maintenance procedure to remove and secure Oxygen Canister.

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

SEQUENCE NO.	PROCEDURE
45-00-01	(M) Maintenance procedure to ensure any maintenance records and/or troubleshooting is accomplished per ICA if dependent on MDC.
46-10-01	(O) Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.
46-10-01-01	(O) Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration.
46-10-01-02	(M) Procedure to secure in an acceptable location or remove Mounting Device from the aircraft. (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.
46-10-01-03	(O) Procedures to identify inoperative functions and alternate means to operate the EFB without data connection.
46-20-01-01 46-20-01-02	(O) Procedure for alternate means to provide flight operating information, in current and appropriate form, reliably accessible at the pilot station.
46-20-01-03	(O) Procedure to provide any required information normally provided through the CMU.
46-20-01-04	(O) Procedure to provide any required information normally provided through the Third VHF Radio.
52-10-01-01	(O) Procedure to configure and operate aircraft unpressurized.
52-10-01-02	(O) Procedure to safely operate with inoperative Snubber. (Procedure must ensure no interference with Door operation.)
52-10-01-03	(O) Procedure to safely operate Door with Step Cable missing. (Procedure must ensure no interference with Door operation.)
52-10-01-04	(O) Procedure to safely operate and secure Door with Hold Open Latch inoperative.
52-20-01	(O) Procedure to configure and operate aircraft unpressurized.
52-70-01	(O) Procedure for crewmember to verify the Aft Baggage Door is closed and locked, the Cabin Door is closed with the handle is in the locked position and the handle cannot be moved out of the locked position without depressing the release button, and each of the eight lock pins on the Cabin Door are properly engaged as indicated by the white indicators fully covering the red background prior to each departure.

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

SEQUENCE NO.	PROCEDURE
74-10-01	(O) Procedure to ensure flight is not conducted into known or forecast icing conditions.
77-10-03	(O) Procedure to manually determine N1 settings.
78-30-01	(M) Procedure to secure Thrust Reverser in the Stowed position. (O) Procedure to operate aircraft without Thrust Reversers.
79-30-01	(O) Procedure to ensure Oil Pressure Gauge is monitored during flight.
79-30-02	(O) Procedure for alternate method and frequency to check Engine oil.

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Overhead Air Outlets	C	-	-	Up to three (3) may be inoperative, damaged or missing.	
20-02	Cabin Ceiling Outlet System (Except RK-98, RK-110 and after)	C	1	0		
21-01	Ventilation Blower System	C	1	0	(M)(O) May be inoperative provided ECS ON Takeoff Procedures are used.	
21-02	Side Window Electric Defog Blower Systems	C	2	0		
31-01	Automatic Pressurization Controller	C	1	0	May be inoperative provided: a) Manual Pressurization Control is operative and b) Autopilot is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in an unpressurized configuration.	
31-02	Manual Pressurization Controller	C	1	0	(O) May be inoperative provided the airplane is operated in an unpressurized configuration.	
32-01	Cabin Altitude and Differential Pressure Indicator	C	1	0	(O) May be inoperative provided airplane is operated in an unpressurized configuration.	
-01	Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Rate of Climb Indicator is operative, b) Cabin Altitude Indicator is operative and c) Chart is available for crew to convert Cabin altitude to differential pressure.	

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
32-02	Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided Cabin Altitude and Differential Pressure Indicators are operative.	
33-01	Outflow Valves	C	2	0	(M)(O) May be inoperative provided: a) Affected Outflow Valve is secured in the open position and b) Aircraft is operated in an unpressurized configuration.	
33-02	Cabin Dump Valve	C	1	0	(M)(O) May be inoperative provided: a) Dump Valve is secured in the open position and b) Aircraft is operated in an unpressurized configuration.	
34-01	Cabin Pressurization Warning System					
-01	"CABIN PRESS LO" Annunciator System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative and b) Aircraft is operated at or below 10,000 feet MSL.	
-02	"CABIN PRESS HI" Annunciator System	C	1	0	(O) May be inoperative provided the airplane is operated in an unpressurized configuration.	
40-01 ***	Auxiliary Ground Heater System	C	1	0	(M) May be inoperative provided system is deactivated.	

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
50-01 ***	Vapor Cycle Air Conditioning	C	1	0	(M) May be inoperative provided system is deactivated	
-01	Hour Meter	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	AIR COND ON Indicator Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure AFM compliance.	
60-01	Cockpit Temperature Control System					
-01	Automatic Temperature Control System	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	
-02	Manual Temperature Control System	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
60-02	Cabin Temperature Control System					
-01	Automatic Temperature Control System	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	
-02	Manual Temperature Control System	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.	
-03	Cabin Temperature Indicator System	C	1	0		
-04	PUSH TO TRANS Switch Indicator Light	C	1	0	May be inoperative provided Cabin Temperature Control is operated in the Manual Mode only.	
70-01	Defog Select Levers	C	2	1		

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot System	C	1	0	(M)(O) May be inoperative provided: a) Autopilot System is deactivated, b) Approach minimums or enroute operations do not require its use, c) Rudder Boost is operative on BE-400A, and d) Aircraft is not operated RVSM.	       
-01	Autopilot Control Wheel Disengage Switches	C	2	1	One may be inoperative provided: a) Trim Interrupt function is operative, and b) Autopilot is not utilized at less than 1,500 feet AGL.	
-02	Autopilot Go-Around Switch	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude.	
-03	Autopilot Control Panel Mode Annunciator Lamps (Except G5000)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the Attitude Indicator(s).	
-04	Autopilot Pitch Trim Fail Remote Annunciators (Except G5000)	C	2	1	(O) May be inoperative provided a duplicate annunciation is visible to both the pilot and copilot.	
(Continued)						

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot System (Continued)					
-05	Autopilot Pitch Trim	C	1	0	May be inoperative provided: a) Autopilot System is considered inoperative, and b) AP PITCH TRIM FAIL annunciators or CAS messages are not illuminated.	
-06	Autopilot Roll Trim Fail Remote Annunciators (Except G5000)	C	2	1	(O) May be inoperative provided a duplicate annunciation is visible to both the pilot and copilot.	
-07	Autopilot Roll Trim	C	1	0	May be inoperative provided: a) Autopilot System is considered inoperative, and b) AP ROLL TRIM FAIL annunciators or CAS messages are not illuminated.	
10-02	Yaw Damper	C	1	0	(O) May be inoperative provided AFM Limitations are applied.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Flight Director System	C	-	0	(O) May be inoperative provided approach minimums do not require its use.  NOTE 1: Autopilot may be inoperative.  NOTE 2: RVSM is not authorized if Autopilot Automatic Altitude Control is not operative.	
-01	Mode Select Panel Mode Annunciator Lamps (Except G5000)	C	-	0	(O) May be inoperative provided the affected mode(s) is/are selected momentarily prior to departure to verify that proper mode annunciation is displayed on the Attitude Indicator.	
-02	Pitch Sync Function (Yoke Button)	C	-	0		

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
13-02	Flight Guidance Controller Annunciator (GMC 7250) (Failed to illuminate)					
-01	Altitude (ALT Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APPR Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Autopilot (AP Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-04	Coupled Side (XFR Button – left or right arrow)	C	2	0	May be inoperative provided appropriate green coupled arrow appears in PFD flight director mode box.	
-05	Flight Level Change (FLC Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-06	Half Bank (BANK Button)	C	1	0	May be inoperative provided green bank limit arc appears in PFD altitude display.	
-07	Navigation (NAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-08	Vertical Navigation (VNAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-09	Vertical Speed (VS Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
13-03	Flight Guidance Controller Function Control (GMC 7250)					
-01	Flight Director (FD Button)	B	2	0	One may be inoperative provided procedures do not require its use.	
-02	Altitude (ALT Button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated RVSM.	
-03	Autopilot (AP button)	B	1	0	May be inoperative provided autopilot system is considered inoperative.	
-04	Approach (APPR button)	B	1	0	May be inoperative provided procedures do not require its use.	
-05	Speed (SPD knob)	C	1	0	May be inoperative provided: a) Desired speed profile is adjusted in FMS (inoperative FMS selection) or using the CWS button (inoperative MAN selection), and b) At least one speed mode is operative.	
-06	UP/DN Wheel	B	1	0	May be inoperative provided: a) Pitch sync is operative on the pilot flying side, and b) The Go-Around button is operative.	
-07	Coupled Side (XFR button)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-08	Course (CRS1 or CRS2 knob)	B	2	1	One may be inoperative provided procedures do not require its use.	

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
13-03	Flight Guidance Controller Function Control (GMC 7250) (Continued)					
-09	Course Direct (CRS1 or CRS2 PUSH DIR)	C	2	0		
-10	Flight Level Change (FLC button)	C	1	0	May be inoperative provided procedures do not require its use.	
-11	Half Bank (BANK Button)	C	1	0		
-12	Heading Sync (HDG PUSH SYNC)	C	1	0		
-14	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
-15	Vertical Navigation (VNV button)	C	1	0	May be inoperative provided procedures do not require its use.	
-16	Vertical Speed (VS button)	C	1	0	May be inoperative provided procedures do not require its use.	
-17	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot.  NOTE 2: Yaw damper may be disengaged by disengaging autopilot.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Auto Throttle (ST03473CH)	D	1	0	(M) May be inoperative provided ATS is deactivated.	
-01	Auto Throttle Disconnect Button	D	1	0	(M) May be inoperative provided ATS is deactivated.	
-02	Auto Throttle Mode Status Display (MSD)	C	1	0	(M) May be inoperative provided ATS is deactivated.	

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Flight Phone Systems	D	-	0		
00-02 ***	Satellite Datalink Service					
-01	Radio	D	-	0		
-02	Weather	D	-	0	May be inoperative provided procedures do not require its use.	
					NOTE: Any function(s) that operate normally may be used.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Internet	D	-	0		
-04	Ground Avionics Diagnostics WiFi System	D	-	0		
-05	SMS Text Message System	D	-	0		
-06	Telephone	D	-	0		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by the Emergency Power Source and not required for Emergency Procedures.  One may be inoperative provided Frequency Transfer Switch is selected to operative Frequency Selector Knob.  One may be inoperative provided Frequency Transfer Switch is selected to operative frequency indication.  Copilot's side may be inoperative provided one FMS Control Display Unit (CDU) is operative.	
-01	VHF Communication Control Panels (MU-300 Only)					
-01	Frequency Transfer Light (COMM 1 Only)	C	2	0		
-02	Frequency Transfer Switch (COMM 1 Only)	C	1	0		
-03	Frequency Selector Knob (COMM 1 Only)	C	2	1		
-04	Frequency Indication (COMM 1 Only)	C	2	1		
-02	Radio Tuning Units (RTU)(BE-400A Only)	C	2	1		

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
10-02 ***	High Frequency (HF) Communications Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
					NOTE: SATCOM is to be used only as a backup to normal HF communication unless otherwise authorized by the appropriate ATS facilities.	
20-01 ***	(AFIS) Airborne Flight Information System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
40-01 ***	Ground Comm Power System	D	-	0		
-01	"GND COMM PUSH" Switch Annunciator	C	1	0	Switch Annunciation may be inoperative and System used provided: a) Switch is verified operative through radio power, and b) Ground Comm Switch is verified OFF by radio power indications prior to Engine Start.	
-02	"EMERG FREQ" Switch Annunciator (G5000)	C	1	0	Switch Annunciation may be inoperative and System used provided Switch is verified operative by radio frequency indications prior to flight.	   

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
40-02 ***	Passenger Address System (PA)					
-01	Passenger Configuration	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.	
-02	Cargo Configuration	D	1	0	May be inoperative unless procedures require its use.	
40-03 ***	Recorded Passenger Briefing System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	
50-01	Flight Deck Speakers	C	2	1	One may be inoperative provided one Speaker is operative and one Headset is operative and worn by a crewmember.	

AIRCRAFT:  
 MU-300/BE-400/BE-400A

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Flight Deck Headsets Earphones/ Headphones and Boom Microphones					
-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 three flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
					NOTE: Pilot Headset required for AFM Emergency Procedures prior to RK-49 except RK-45.	
-02	Headset Earphone/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-03	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
50-04 ***	Observers Headset Audio Jack	C	-	-	May be inoperative provided an alternate audio source is available.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
50-05	Push to Talk Switch					
-01	Yoke Button	C	2	1	One may be inoperative provided the Hand Held Microphone on affected side is operative.	
-02	Glareshield Button	C	2	1	One may be inoperative provided the Hand Held Microphone on affected side is operative.	
60-01	Static Discharge Wicks	C	-	-	One may be damaged or missing from each Control Surface and/or structural area provided one remains serviceable for each Control Surface and/or structural area and no more than two total static wicks are missing from the airplane.	
70-01	Cockpit Voice Recorder (CVR)					
-01	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.	
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
-03	For Operators Other Than Air Carriers or Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	AC Inverters					
-01	(MU-300 and BE-400)	B	2	1	One may be inoperative provided: a) Airplane is operated in day VMC, b) AC Voltmeter is operative, and c) AFM procedures are applied.	
-02	(BE-400A)	C	2	1	One may be inoperative provided: a) AC Voltmeter is operative, and b) "AC INVERTER FAIL" Annunciator for remaining Inverter is operative.	
25-01	AC Inverter Fail Annunciators "INV 1 FAIL" "INV 2 FAIL"					
-01	(MU-300 & BE-400)	C	2	1	One may be inoperative provided both AC Inverters are operative.	
-02	(BE-400A)	C	2	1	One may be inoperative provided AC Voltmeter is operative.	
25-02	"AC BUS SHED" Annunciator (BE-400A Only)	C	1	0	May be inoperative provided: a) Both AC Inverters are operative and b) Both AC Inverter Fail Annunciators are operative.  NOTE: "AC BUS SHED" Annunciator must be operative (MU-300 and BE-400).	
25-03	AC Voltmeter	C	1	0	May be inoperative provided both AC Inverter Failure Annunciators are operative.	

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 MU-300/BE-400/BE-400A

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Standby Power System (STBY PWR) (Except BE-400A)	B	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC only, and b) Standby Battery is disconnected and removed.	
	(BE-400A Only)	A	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC only, b) AHRS Standby Power is operative (Except G5000), c) Standby Battery is disconnected and removed, and d) Repairs are made within two (2) flight days.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Standby Power System (AUX BATT 1&2 TEST) (Except G5000)	B	1	0	(M)(O) May be inoperative provided: a) Both AUX BATT 1&2 are operative, b) PIC has written documentation the (M) Procedure was accomplished prior to each departure, and c) Aircraft electrical system is operative.	
		A	1	0	(M)(O) May be inoperative provided: a) Either AUX BAT 1 or AUX BATT 2 is operative, b) PIC has written documentation the (M) Procedure was accomplished prior to each departure, c) Failed AUX Standby Battery is disconnected and removed, d) Aircraft is operated within 30 minutes of a suitable airport at all times, e) Aircraft electrical system is operative, and f) Repairs are made within two (2) flight days.	
37-01	DC Ammeters	B	2	1	One may be inoperative provided crew monitors associated voltage during flight.	
37-02	Standby Power Annunciator (Except BE-400A)	B	1	0	May be inoperative provided the Sonalert Standby Power Aural Warning is installed and operative.	
	(BE-400A Only)	B	1	0	Upper portion white annunciation "STBY PWR" may be inoperative provided both lower portions (ON & ARM) are operative.	

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**TABLE KEY**

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
30-4	DC Generator Failure Caution Annunciators "L GEN OFF" "R GEN OFF"	C	2	1	One may be inoperative provided: a) Both Ammeters are operative and b) Generator loads are monitored.	
40-1	External Power System	D	1	0	(M) May be inoperative provided system is not used.	

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**TABLE KEY**

1. REPAIR CATEGORY
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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
00-01 ***	Non-Essential Equipment & Furnishings (NEF)				May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) & (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.	
10-01	Cockpit Door	C	1	0	(M) May be inoperative provided the Door is secured in the OPEN position and does not block egress to any Exit.	
10-02	Crew Seats					
-01	Seat Adjustments	A	-	0	(M) May be inoperative provided: a) Seat(s) are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) The position of the affected Seat is acceptable to the crew member and d) Repairs are made within one flight day.	
-02	Arm Rests	C	-	0	May be inoperative in full UP position.	
		C	-	0	(M) May be inoperative provide Arm Rest is secured in the full UP position.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
10-03 ***	Flashlight Stowage Assembly	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
10-04	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.	
10-05 ***	External Mounted Airspeed Indicator Bugs	C	-	0	(O) May be inoperative, missing or broken provided flight crew has visible V-Speed information.	
10-06 ***	Forward Observer Seat (Including Associated Equipment)	D	-	-	May be inoperative provided another Seat acceptable to the Administrator is made available to an FAA Inspector for the performance of official duties.	
20-01 ***	Seat Belt/Shoulder Harness Side Facing Seats	D	-	0	May be inoperative or missing provided affected seat(s) are blocked and placarded- "DO NOT OCCUPY".	
20-02 ***	EMS Equipment (Air Ambulance)	D	-	-	(M) May be inoperative provided the equipment is deactivated and secured.	

AIRCRAFT:  
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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
20-03	Passenger Seats	D	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the Main Aircraft Aisle and</li> <li>c) The affected seat(s) are blocked and placarded- "DO NOT OCCUPY".</li> </ol> NOTE: A Seat with an inoperative Seat Belt or Headrest is considered inoperative.	
-01	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
-02	Armrest	D	-	-	May be inoperative or missing and Seat occupied provided: <ol style="list-style-type: none"> <li>a) Armrest does not block an Emergency Exit,</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle and</li> <li>c) Seat back is immovable in full upright position.</li> </ol> (M) May be inoperative or missing and Seat occupied provided: <ol style="list-style-type: none"> <li>a) Armrest does not block an Emergency Exit,</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle and</li> <li>c) Seat back is secured in the full upright position.</li> </ol>	
-03	Electrical/ Electronic Systems and Components.	C	-	-	(M) May be inoperative and the Seat occupied provided associated Component(s) is deactivated.	

AIRCRAFT:  
 MU-300/BE-400/BE-400A

**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
30-01 ***	Galley Waste Receptacles Access Doors/Covers/ Drawers	C	-	-	(M)(O) May be inoperative provided: a) The Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on the flight.	
40-01	Lavatory Door	C	1	0	(M) May be inoperative provided: a) Door is secured, b) Secured Door does not block access to any Exit, and c) Door is placarded, "INOPERATIVE- DO NOT USE".	
-01	Lavatory Door Ashtray	A	-	0	May be inoperative or missing provide is repaired within 3 calendar days.	
40-02	Lavatory Waste System	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Componen are verified not to have leaks.  NOTE: Any portion of the System which operates normally may be used.	
50-01 ***	Cargo Restraint Systems	C	-	-	May be missing or inoperative provided no cargo is carried in associated Cargo Compartment.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
60-02 ***	Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
60-03 ***	Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
60-04 ***	Pyrotechnic Signaling Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-03	Fixed ELT Remote Switch	D	-	-	(M) May be inoperative provided: a) Remote Switch is disconnected, and b) ELT is ARMED and operative.	
70-01 ***	Aircraft Security System	C	1	0	(M) May be inoperative provided system is deactivated.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Engine Fire Bell OFF Button Light (White Glareshield Button)	B	1	0	Button Back Light may be inoperative provided Button is operative.	
10-02 ***	Tail Cone Baggage Compartment Smoke Detection Systems	C	1	0	May be inoperative provided no baggage or cargo is carried in Tail Cone Baggage Compartment.  NOTE: This does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	
10-03 ***	Cabin Smoke Detector	C	1	0		
10-04 ***	Lavatory Smoke Detection Systems (MU-300 Only)	C	-	-	(M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is EMPTY, b) Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers.  NOTE 1: These provisos are not intended to prohibit Lavatory inspections by crewmembers.  NOTE 2: A Lavatory Smoke Detection System is not required for all-cargo operations.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Fire Bottle Discharge Indicator (Exterior)	C	1	0	(O) May be discolored, damaged or missing provided proper charge status of both Fire Extinguisher Bottles is verified before each flight.	
20-02	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR 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) The required distribution is maintained.	 

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Roll Trim Indicator	B	1	0	(O) May be inoperative provided: a) Roll Trim System functions normally and b) Roll Trim Tabs are visually verified to be NEUTRAL before each flight.	
41-01	Stabilizer Trim Indicator Dot (Green Dot)	C	2	1	(O) One may be missing provided a Normal Exterior Preflight inspection is accomplished.	
51-01	"LDG FLAP DELAY" Annunciator	C	1	0	(O) May be inoperative provided Flap Limitations and operating procedures are complied with.	
60-01	"SPD BRAKE EXTEND" Annunciator	B	1	0	(O) May be inoperative provided: a) Speed Brakes are visually verified RETRACTED when used and b) Speed Brakes are not used in flight below 1500 feet AGL.	
	(G5000)	B	1	0	May be inoperative provided Speed Brake position is verified operative on MFD or PFD.	   
70-01	Gust Control Lock	C	1	0	(O) May be inoperative provided an alternate means of securing the Control Surfaces is provided.	

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**TABLE KEY**

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
10-01 ***	Fuselage Tank Fill System (Except BE-400A)	C	-	0	(O) May be inoperative provided alternate refueling procedures are established and used.	
20-01	Fuselage Tank Fuel Transfer System					
-01	(MU-300 and BE-400)	C	1	0	(M) May be inoperative provided: a) Transfer Pump is deactivated, and b) Flight is predicated on wing fuel.	
-02	(BE-400A Only)	C	2	1	(M)(O) One may be inoperative provided: a) Fuel Crossfeed System is operative, b) Both Wing Fuel Quantity Indicating Systems are operative, c) Inoperative Fuel Transfer Pump is deactivated, and d) Procedures are established and used for compliance with AFM Procedures and Limitations.	
		C	2	0	(M) Both may be inoperative provided: a) Both Transfer Pumps are deactivated and b) Flight is predicated on wing fuel.	
-03	L or R Fuel Transfer ON Indicator Lights (BE-400A Only)	C	2	1	(O) One may be inoperative provided Fuel Transfer Auto Mode is verified operative.	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
20-02	Fuel Crossfeed System					
-01	FUEL XFEED Indicator Light (BE-400A Only)	C	1	0	May be inoperative provided "FUEL XFEED ON" Annunciator is operative.	
-02	XFEED Indicator Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	"FUEL XFEED ON" Annunciator (BE-400A Only)	C	1	0	May be inoperative provided the FUEL XFEED Indicator Light is operative.	

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 MU-300/BE-400/BE-400A

**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
40-01	Wing Fuel Quantity Indicating Systems	C	2	1	(O) One may be inoperative provided: a) Wing fuel level is visually confirmed to be FULL before departure, and b) Fuel Totalizer is operative.	
-01	"L or R FUEL FEED" Annunciator (BE-400A Only)	B	2	1	One may be inoperative provided: a) Both Wing Fuel Quantity Gauges are operative, and b) Both "FUEL LEVEL LO" Annunciators are operative.	
-02	"L or R FUEL LEVEL LO" Annunciator (BE-400A Only)	B	2	1	One may be inoperative provided: a) Both Wing Fuel Quantity Gauges are operative, and b) Both "FUEL FEED" Annunciators are operative.	
	(MU-300, BE-400 Only)	B	2	1	One may be inoperative provided both Wing Fuel Gauges are operative.	
40-02	Fuselage Tank Fuel Quantity Indicator	C	1	0	(M)(O) May be inoperative provided: a) Fuselage Tank quantity is accurately determined prior to each departure, b) Fuel Totalizer is operative, c) Fuselage Tank Fill System, if installed, is deactivated, and d) Wing Fuel Quantity Indicators are operative.	
40-03	Fuel Totalizer	C	1	0	May be inoperative provided all fuel Quantity Indicating Systems and Annunciators are operative.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Main System Pressure Gauge	C	1	0	May be inoperative provided both "HYD PUMP PRESS LO" Annunciators are operative.	
31-02	Hydraulic Pump Pressure Low Annunciators "L/R HYD PUMP PRESS LO" "L/R H PUMP PRESS LO"	C	2	1	One may be inoperative provided: a) Main System Pressure Gauge is operative, and b) Engine with inoperative Annunciator is started first and hydraulic pressure is verified.	
31-03	"HYD LEVEL LO" Annunciator	B	1	0	(O) May be inoperative provided: a) Both Hydraulic Pump Pressure Low Annunciators are operative, and b) Hydraulic fluid quantity is checked prior to each flight.	

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**TABLE KEY**

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Wing Anti-Ice System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-01	WING ANTIICE Indicator Light	C	1	0	May be inoperative provided: a) Wing Anti-Ice System is considered inoperative, and b) Airplane is not operated in known or forecast icing conditions.	
10-02	Horizontal Stabilizer Anti-Ice / Deice System	C	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Airplane is not operated in known or forecast icing conditions.	
-01	H STAB DEICE Indicator Light (Except MU-300)	C	1	0	(M) May be inoperative provided a) Horizontal Stabilizer Deice System is verified operative and b) "STB DE-ICE FAIL" Annunciator is verified operative.	
	(MU-300 Only)	C	1	0	(M) May be inoperative provided a) Horizontal Stabilizer Deice System is verified operative, b) Horizontal Stabilizer Anti-Ice System is operative and c) "H STAB DE-ICE FAIL" Annunciator is verified operative.	
-02	H STAB ANTIICE Indicator Light (MU-300 Only)	C	1	0	(M) May be inoperative provided a) Horizontal Stabilizer Anti-ice System is verified operative, b) Horizontal Stabilizer Deice System is operative, and c) "H STAB ANTI-ICE FAIL" Annunciator is verified operative.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Anti-Ice Systems	B	2	0	(M)(O) May be inoperative Off provided: a) Aircraft is not operated in known or forecast icing conditions, b) Aircraft is not operated in Engine icing conditions as defined in Safety Communique # 272 or later compliant AFM revision, and c) AFM Limitations and Operating Procedures are applied.	
		B	2	0	(M)(O) May be inoperative On provided: a) Aircraft is not operated in air temperatures above 10 degrees Celsius, b) ENG ICE TEMP LO Annunciator is verified operative., and c) AFM Limitations and Operating Procedures are applied.	
-01	Engine Anti-Ice On Operation Indicator Lights	B	2	1	(O) One may be inoperative provided: a) Affected Engine Anti-Ice System is verified operative, and b) Affected "ENG ICE TEMP LO" Annunciator is verified operative.	
30-01	Stall Warning Vane Heaters	B	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-01	AOA Heat Indicator Lights	B	2	1	One may be inoperative provided: a) All other elements of the AOA Heat System are operative, and b) The airplane is not operated in known or forecast icing conditions.	

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 MU-300/BE-400/BE-400A

**TABLE KEY**

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Pitot Heaters	B	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions or in visible moisture.	
-01	Pitot Heat Indicator Lights	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) All other elements of the Pitot Heat System are verified operative, and</li> <li>b) The airplane is not operated in known or forecast icing or in visible moisture.</li> </ol>	
		C	2	0	May be inoperative provided "PITOT HT OFF" Annunciator is installed and operative.	
-02	"PITOT HT OFF" Annunciator	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) All other elements of the Pitot Heat System are verified operative, and</li> <li>b) The airplane is not operated in known or forecast icing or in visible moisture.</li> </ol>	
30-03	Static Port Heat Systems	B	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions or in visible moisture.	
-01	Static Port Heat Indicator Lights	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) All other elements of the Static Port Heat System are verified operative, and</li> <li>b) The airplane is not operated in known or forecast icing conditions.</li> </ol>	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Windshield Heat Systems-High Position	C	2	1	One may be inoperative provided: a) Low position is operative, b) Airplane is not operated in known or forecast icing conditions and c) AFM Limitations are applied.	
40-02 ***	Windshield Wipers	C	2	0	May be inoperative provided the airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
80-01 ***	Ice Detector System	C	1	0	(O) May be inoperative provided AFM Limitations are applied.	
-01	"ICE DETECT FAIL" Annunciator	C	1	0	(O) May be inoperative provided Ice Detector System is considered inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Clocks	C	-	-	As required by 14 CFR.	
20-02 ***	Flight Hour Meter	C	1	0	(O) May be inoperative provided alternate procedures are established and used to record hours.	
30-01 ***	Flight Data Recorder System (FDR)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	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.	
-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Flight Data Recorder (FDR) System (Continued)					
-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
-03	FDR (For Operators Other Than Holders of Air Carrier or Commercial Operator Certificates)	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 applicable 14 CFR.	
50-01	Unassigned Annunciators	D	-	0		
50-02	Master Caution Annunciator	B	2	1		
50-03	Master Warning Annunciator	A	2	1	One may be inoperative provided repairs are made within one flight day.	
50-04	Dual Filament Indicators and/or Annunciators	C	-	-	(O) One Filament may be inoperative provided the remaining Filament provides adequate indication of operation.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
50-06	WHITE CAS MESSAGE (DISPLAYED)					
-01	AP FAIL	C	1	0	May be displayed provided autopilot system is considered inoperative.	
-02	AP-YD FAIL	B	1	0	May be displayed provided Yaw Damper is considered inoperative.	
-03	SURFACEWATCH FAIL	D	1	0	May be displayed provided surface awareness system is considered inoperative.	
-04	TRANSPONDER FAIL 1-2	B	1	0	May be displayed provided ATC Transponder and Automatic Altitude Reporting System is considered inoperative.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Control					
-01	Landing Gear Handle Locking Solenoid (RK-98, RK-110 and After Only).	C	1	0	(O) May be inoperative provided Landing Gear Handle Lock Release is operative.	
	(All Except RK-98, RK-110 and After Only).	C	1	0	(M)(O) May be inoperative provided Landing Gear Handle Lock Release is operative.	
-02	Landing Gear Handle Red Warning Lights (RK-98, RK-110 & After)	C	2	1	One bulb may be inoperative provided remaining bulb provides adequate indication of unsafe gear position.	
40-01	Wheel Brake Anti-Skid System	C	1	0	(O) May be inoperative provided: a) The Anti-Skid Switch remains in the OFF position, and b) AFM/POH Limitations and Performance Charts are applied.	
-01	"ANTI SKID FAIL" Annunciator	C	1	0	(O) May be inoperative provided: a) The Anti-Skid is considered inoperative and selected OFF, and b) AFM/POH Limitations and Performance Charts are applied.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Landing Gear Aural Warning Silence Buttons					
-01	HORN CUT Buttons (Yoke)	C	2	1	One may be inoperative provided the Landing Gear Aural Warning is operative.	
-02	Gear Warning Silence (RK-98, RK-110 and After Only).	C	1	0	May be inoperative provided the Landing Gear Aural Warning is operative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit/ Flight Deck Flight Compartment And Instrument Lighting System	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 flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.  Note 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.  Note 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters	
-01	Cockpit Lighting Rheostat Controls	A	-	0	May be inoperative provided: a) Indicators and Instruments are adequately visible, b) Inoperative BRIGHT provided aircraft in not operated at night, c) Inoperative DIM provided aircraft is not operated during the day, and d) Repairs are made in one flight day.	

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Display Format/Dimming Panel (G5000)	B	1	0	Individual dimming controls may be inoperative provided: a) INST LIGHT INTEG switch is operative and b) The aircraft is not operated at night.	
20-02	Cabin Interior Lighting 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.	
20-03 ***	Floor Proximity Lighting System	C	-	-	Individual Lights may be partially inoperative provided it is verified that the FAA Approved Minimum Acceptable Light Levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, b) FAA Approved Report of the Type Design Holder, c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC), or d) FAA Approved Report incorporated in the Master Drawing List for the applicable STC.	

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Baggage Compartment Light System	C	1	0	NOTE: Includes Tail Cone Light.	
40-01	Position Lights System	C	1	0	May be inoperative provided aircraft is not operated at night.	
-01	Tail Position Light	C	1	0	May be inoperative provided the Anti-Collision Light (Strobe) is ON during night operations.	
-01 ***	Tail Position Light (LED Only) (P/N 01-0770805-01)	A	1	1	(O) One segment or up to 6 LEDs may be inoperative provided: a) Remaining LEDs operate and b) Item is deferred and repaired in accordance with Tail Position Light item when any LED in excess of 6 becomes inoperative.	
-02	Wing Tip Navigation Light	C	4	2	May be inoperative provided one Light Bulb on each Wing Tip is operative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Anti-Collision Light System (Strobe)	C	1	0	May be inoperative provided airplane is not operated at night.	
40-03 ***	Rotating Beacon (Flashing)	C	1	0		
40-04	Landing Lights	C	2	1		
		C	2	0	May be inoperative provided airplane is not operated at night.	
-01	Landing Light Door Systems	C	2	0	May be inoperative provided: a) AFM Limits are observed if in other than CLOSED position and b) Landing Light is considered inoperative if in other than OPEN position.	
-02	Landing Light EXT/ON Indicator Lights	C	2	0	May be inoperative provided LDG LT NOT RETRACT or LDG LT EXT Annunciator is operative.	
-03	LDG LT NOT RETRACT or LDG LT EXT Annunciator	C	1	0	May be inoperative provided: a) Landing Lights are not used and b) Airplane is not operated at night.	
-04	PUSH ON/OFF Switch Indicator Lights	C	2	1		

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
40-05	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
40-06 ***	Recognition Light System	C	1	0		
40-07 ***	Tail Logo Lights	D	2	0		
40-08 ***	Pulse Light	C	1	0		
50-01	Cabin Emergency Lighting Test Light	C	1	0	(O) May be inoperative provided operation of the Cabin Emergency Lights is verified prior to flight.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Vertical Speed Indicators (VSI) (MU-300 Only)	C	2	1		
10-02	V-Speeds Select Button (Air Data Select Panel) (BE-400A Proline 4 Only)	B	-	0	May be inoperative provided IAS Speed Bug is operative.	
	REFS Button (Display Control Panel) (BE-400A Proline 21)	B	2	1	One REFS Button on one Display Control Panel may be inoperative.	
10-03	Barometric Push-Standard Button (BE-400A Only) (Except G5000)	C	-	0	May be inoperative provided Barometric Selector Knob is operative.	
10-04	Flight Level 180 DSABL/ENABL Switch (Except G5000)	C	-	0		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Capture and Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.	
		C	2	1	NOTE: RVSM is not authorized.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert is operative, and b) Autopilot with Altitude Capture and Hold is operative.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert is operative, and b) Autopilot with Altitude Capture and Hold is operative.	
18-01 ***	Angle of Attack (AOA) Indexer (Glareshield)	C	1	0		

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<p>AIRCRAFT: MU-300/BE-400/BE-400A</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	AHRS Standby Power Supply (BE-400A Only) (Except G5000)	A	1	0	May be inoperative provided: a) Aircraft is operated in day VMC, b) Electrical System operates normally, and c) Operation is limited to two (2) flight days.	
-01	“AHRS BAT TEST” Annunciator (BE-400A Proline 4 Only)	A	1	0	May be inoperative provided: a) Aircraft is operated in day VMC, b) Electrical System operates normally, and c) Operation is limited to two (2) flight days.	
-02	“AHRS ALIGNING DO NOT TAXI” Annunciator (BE-400A Proline 4 Only)	C	2	0	(O) May be inoperative provided PFD is used to determine AHRS alignment prior to taxi.	
20-02	Turn Indication Systems	C	-	0	May be inoperative provided: a) Airplane is operated in day VMC only, and b) Two independent Primary Attitude Systems are operative.	
		C	-	0	May be inoperative provided: a) A third Gyroscopic Bank and Pitch Indicator (Standby Attitude) is operative, and b) Two independent Primary Attitude Systems are operative.	
20-03	Slip/Skid Indicators	C	2	1		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20-04	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro, INS or AHRS Stabilized Compass Systems is operative.	
		B	1	0	May be inoperative provided: a) Any combination of two Gyro, INS or AHRS Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	
20-05	Display Controls					
-01	Display Dim (Master) (BE-400A Only) (Except G5000)	B	-	0	May be inoperative provided: a) Individual Display Dim Controls (PFD, MFD, SDU) are operative, and b) Individual Display Dim Controls retain full range dimming authority.	
-02	Reversionary Mode Selection Switch Annunciation (AHRS, AD, CDU, PFD) (Except G5000)	C	-	0	(O) Individual Switch Annunciator Lights may be inoperative provided: a) Switch operation is verified, b) Reversionary Mode Annunciation on PFD is verified operative, and c) Normal Mode is selected for flight (AFM Limitation).	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20-06	Course Heading Panel					
-01	Heading Bug Push-Sync Button (Except G5000)	C	1	0	May be inoperative provided Heading Selector Knob is operative.	
-02	Course Push-Direct Button (Except G5000)	C	-	0	May be inoperative provided Course Selector Knob is operative.	
20-07	Multi-Function Display (MFD) / Navigation Display (ND)					
-01	4 Tube Proline 4 System	C	2	0	(O) MFD and/or ND may be inoperative.	
-02	3 Tube Proline 4 System	C	1	0	(O) MFD may be inoperative.  NOTE: Radar Display may be unavailable. (See Weather Radar System Dispatch Limitations.)	
-03	Proline 4 MFD Joystick	C	1	0		
-04	4 Screen Proline 21 System	C	2	1	(O) Right side MFD/ND may be inoperative.	

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
20-08	Sensor Display Unit (SDU) (Except G5000)	C	2	1	(O) For 3 or 4 Tube configured aircraft, the copilot's SDU may be inoperative provided both CDU's are operative.	
25-00	Synthetic Vision	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic Vision is Selected OFF.	
25-01	Display Controller (GCU 275)					
-01	Range/Pan Control Knob	C	2	0	May be inoperative provided touchscreen controller for associated display is operative.	
-02	Barometric Push-Standard Button	C	2	0	Push button feature may be inoperative provided rotary barometric selection feature is operative.	
-03	Clear (CLR Button)	C	2	0		
-04	Enter (ENT Button)	C	2	0		
-05	Cursor / Select (PFD / PUSH CRSR)	C	2	0		
-06	Direct To (D> Button)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-07	Flight Plan (FPL Button)	C	2	0		
-08	Radio Control (COMNAV button)	C	2	1		
-09	Procedure (PROC Button)	C	2	1		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
25-02	Touchscreen Controller (GTC 570)	B	2	1	(M) May be inoperative provided: a) Controller is deactivated, and b) The GCU 275 is fully operative on the affected side.	
34-01	Marker Beacon System	C	-	0	May be inoperative provided approach minimums do not require its use.	
40-08 ***	Flight Profile Advisory System (FPAS)	D	-	0		
42-01	Weather Radar System	C	1	-	As required by 14 CFR.	
-01 ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
44-01	Radio Altimeter System	C	1	0	May be inoperative provided: a) Operations do not require its use, b) GPWS is considered inoperative, and c) TCAS II RA Mode is considered inoperative.	
					NOTE: Comply with Flight Director Limitations in the AFM.	
44-02	Surface Watch (G5000)	C	1	0		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
44-03	Terrain Awareness and Warning System (TAWS)					
-01	Class A TAWS				May be inoperative provided operations do not require its use.	
-02	Class B TAWS Equipment (Required by 14 CFR)					
-01	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.	
-1	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.	
-2	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
-3 ***	Modes 2, 4 & 5	C	3	0		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
44-03	(TAWS) (Continued)					
-02	Class B TAWS Equipment (Required by 14 CFR) (Continued)					
-01	(GPWS) (Continued)					
-4	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 14 CFR, and b) Alternate procedures are established and used.	
-5 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	   
-03 ***	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
44-03	(TAWS) (Continued)					
-03	Class C TAWS Equipment (TAWS or GPWS Not Required by 14 CFR)					
-01 ***	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: If Test Mode is inoperative, GPWS must be considered Inoperative.	
45-01 ***	Traffic Alert Collision Avoidance Device (TCAD)	C	1	0		
45-02	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	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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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
45-03	Traffic Alert Collision Avoidance System (TCAS) II	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	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.	
-01	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.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	One 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.	
-03	TA Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.	
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
45-03	(TCAS) II (Continued)					
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05	Airspace Selection Function	C	-	0		
46-01 ***	Thunderstorm Detection Equipment	C	1	-	As required by 14 CFR.	
51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by the 14 CFR may be inoperative.	
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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 14 CFR may be inoperative.	
-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
-02	ATC Transponder Identification Button	C	-	1	May be inoperative provided the operative Transponder has one operative Identification Switch available.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
52-02	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 a 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.	
-01	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.	
-02	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
-03	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.	
-04	Data Link Transmitter(s)	D	-	0		
-05	Data Link Receivers	D	-	0		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
53-01	Navigation Systems (ADF, VOR/ILS, GPS, LORAN, Doppler, RNAV, INS)	C	-	-	(O) As required by 14 CFR.	
60-01	Control Display Unit (CDU)					
	(400A Proline 4 Only)	C	2	1	(O) For a 3 or 4 tube configured aircraft, a CDU may be inoperative provided: a) Both RTU's are operative, and b) Both SDU's are operative.	
	(400A Proline 21 Only)	C	2	1	(O) For a 3 or 4 screen configured aircraft, one CDU may be inoperative provided both RTU's are operative.	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
60-02	Flight Management System (FMS)	C	-	0	(O) May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use.	
-01 ***	VNAV System (Honeywell VN-212 Only)	C	-	0	(O) May be inoperative provided VNAV System is not used.	
60-03	Data Base Unit	C	1	0		
61-01	Navigation System Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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<p>AIRCRAFT: MU-300/BE-400/BE-400A</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Oxygen Discharge Indicator Disk	B	1	0	(O) May be discolored, damaged or missing provided adequate oxygen is verified available prior to each flight.	
20-01	Passenger Oxygen	C	1	-	As required by 14 CFR.	
-01	"PASS OXY ON" Annunciator	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight crew manually deploys Passenger Oxygen System if passenger oxygen use is required, and</li> <li>b) Alternate procedures are used to visually verify Passenger Oxygen System operation.</li> </ol>	
-02	Passenger Oxygen Masks	C	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Corresponding Passenger Seat is blocked and placarded,</li> <li style="padding-left: 40px;">"DO NOT OCCUPY", and</li> <li>b) Affected Mask is removed and does not permit flow when the System is activated.</li> </ol>	
-03	Passenger Oxygen Mask Access Panels (Manual or Auto)	C	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Corresponding Passenger Seat is blocked and placarded,</li> <li style="padding-left: 40px;">"DO NOT OCCUPY", and</li> <li>b) Affected panel is secured CLOSED.</li> </ol>	
-04	Passenger Oxygen Canisters (Oxygen Generators) (MU-300 & BE-400 Only)	C	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Corresponding Passenger Seat is blocked and placarded,</li> <li style="padding-left: 40px;">"DO NOT OCCUPY",</li> <li>b) Affected Canister is removed or rendered INERT, and</li> <li>c) Associated Oxygen Mask Access Panel is secured CLOSED.</li> </ol>	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Portable Oxygen Systems					
-01 ***	Walk-Around Oxygen Dispensing Units	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	 
30-02 ***	Protective Breathing Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	   

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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Maintenance Diagnostic Computer (MDC 4000 series)	D	1	0	(M) May be inoperative provided Instructions for Continued Airworthiness are available and used.	

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Line Advance Button (Yoke)	C	2	0	May be inoperative provided all checklists are readily available in usable appropriate format.	
10-01 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.  NOTE 1: If alternate source is electronic, dual redundancy is required for operation.  NOTE 2: Any function, program or document which operates normally may be used.	
-01 ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02 ***	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.	
-03 ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-04 ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.	

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Integrated Flight Information System (Pro Line 21 IFIS-5000 only)					
-01	File Server Unit (FSU) (FSU INOP message)	C	1	0	(O) May be inoperative provided all information associated with the flight is available at the pilot station in current and appropriate form.	
***		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
					NOTE: If alternate source is electronic, dual redundancy is required for operation.	
-02	Cursor Control Panel (CCP)	C	2	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
-03 ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-04 ***	Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
-05 ***	XM Satellite Weather System	C	1	0		

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DATE: 11/07/2011

AIRCRAFT:  
 MU-300/BE-400/BE-400A

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cabin Entry Door					
-01	Door Seal System	C	1	0	(O) May be inoperative provided the airplane is operated in an unpressurized configuration.	
-02	Cabin Step Snubber and Latch	C	1	0	(O) May be missing or inoperative.	
-03	Cabin Step Cable (BE-400 and BE-400A)	C	1	0	(O) May be missing or inoperative.	
-04	Cabin Door Hold Open Latch	C	1	0	(O) May be inoperative provided Latch does not interfere with Door operation.	
-05	Cabin Stairs and/or Auto Folding Mechanism	C	1	0	May be inoperative provided: a) Stairs can be manually operated, and b) Side Stay engages Fuselage to fully support Stairs.	
-06	Cabin Door Key Lock	C	1	0	May be inoperative provided lock does not affect Door operation.	
20-01	Emergency Exit Seal System	C	1	0	(O) May be inoperative provided the airplane is operated in an unpressurized configuration.	
30-01	Baggage Door Snubber	C	1	0		
30-02	Baggage Door Key Lock	D	1	0		
70-01	Door Annunciator System	C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure the monitored doors are closed and locked.	

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PAGE NO. 73-1

DATE: 11/07/2011

AIRCRAFT:  
 MU-300/BE-400/BE-400A

**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Fuel Flow Indicators	C	2	1	One may be inoperative provided: <ol style="list-style-type: none"> <li>a) All Fuel Quantity Gauges are operative,</li> <li>b) Fuel Totalizer is operative, and</li> <li>c) All Fuel System Annunciators on affected side Fuel System are operative.</li> </ol>	
20-02	FADEC Channel A&B Selector Switch Annunciator (STC # ST02371LA)	B	4	3	One annunciator light (A or B or L or R) may be inoperative provided: <ol style="list-style-type: none"> <li>a) Channel auto-changes to non-illuminated annunciator during engine start,</li> <li>b) Channel is operative, and</li> <li>c) "No Dispatch" annunciator is not illuminated.</li> </ol>	

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 DATE: 10/29/2015

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Igniter Indicator Lights.	A	2	1	(O) May be inoperative provided: a) Repairs are made within three flights days, and b) Aircraft is not operated in known or forecast icing conditions.	
	(G5000)	C	2	0	May be inoperative provided ignition is verified operative on MFD or PFD.	 

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 DATE: 10/29/2015

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Ground Idle Annunciator (L or R GND IDLE) (STC # ST02371LA)	B	2	1	One Ground Idle Annunciator light may be inoperative provided: a) Flight Idle Switch is in NORM and operative on the ground, and b) GDAL Test is operative.	
00-02	Engine Synchronizer System	C	1	0		
-01	"ENG SYNC ON" Annunciator  (G5000)	C	1	0		May be inoperative provided Sync indication is verified in MFD or PFD.

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	N1 Indicator (Non-EIS Only)	C	2	0	The digital portion of the N1 Indicator may be inoperative provided the analog portion is operative.	
10-02	N2 Indicator (Non-EIS Only)	C	2	0	The digital portion of the N2 Indicator may be inoperative provided the analog portion is operative.	
10-03	Target N1 System (G5000)	C	1	0	(O) May be inoperative provided Flight Crew manually determines appropriate N1 settings.	   
32-01	Engine Vibrations Meters (Non-EIS Only)	B	2	0		

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems	C	2	0	(M)(O) One or both may be inoperative provided: a) Inoperative Thrust Reverser(s) are secured in the Stowed position, and b) AFM procedures for inoperative Thrust Reverser(s) are used.	

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 DATE: 06/08/2007

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AIRCRAFT: MU-300/BE-400/BE-400A	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Oil Pressure Low Annunciators	C	2	1	(O) One may be inoperative provided associated Oil Pressure Gauge is operative and monitored.	
30-02 ***	Remote Oil Level Sensing System	C	2	0	(O) May be inoperative provided engine oil quantity is checked using alternate method.	