

Beechcraft Beechjet 400A Model Guide

The Beechcraft Beechjet 400A is an all-metal, twin-turbojet, pressurised light business jet, typically configured for eight passengers. It is listed here as built 1990 to 2003. It developed the original Beechjet 400 with Rockwell Collins Proline IV EFIS, a bigger cabin, a higher takeoff weight and a higher operating ceiling. From serial RK-354 it was marketed as the Hawker 400XP.

KEY TAKEAWAYS

- Certified for up to 11 seats. The typical layout is eight passengers, and a published comparison table lists 9 maximum passenger seats.
- Max takeoff weight is 16,100 lb, or 16,300 lb from serial RK-347 onward and on aircraft fitted with the increased gross takeoff weight kit.
- Engines are Pratt & Whitney Canada JT15D-5 up to serial RK-507, then JT15D-5R from RK-508. Confirm which your serial number has.
- A factory 400XPR upgrade (new engines, winglets) is offered for these aircraft. The figures published for it were preliminary.

ORIGINS AND VARIANTS

The design began as the Mitsubishi MU300 Diamond jet. Beech re-certificated it as the Model 400 under FAA type certificate A16SW. The Model 400A, from serial RK-1, added the Proline IV EFIS, more cabin volume, higher takeoff weight and a higher ceiling. Production ended in 2010 with serial RK-604.

CABIN AND WEIGHTS

Published cabin volume is 305 cu ft. The comparison table lists 9 maximum passenger seats and a 16,100 lb maximum takeoff weight. The type acceptance report gives 16,300 lb for later serial numbers and kit-equipped aircraft. Check the aircraft's own serial number and kit status.

SUPPORT AND PAPERWORK

A Master Minimum Equipment List (Revision 9, dated 10/29/2015) covers the MU-300, BE-400 and BE-400A. A computer-based training program is catalogued for the Beechjet 400A. New Zealand type acceptance was granted from FAA certificate A16SW, with no special import requirements.

SPECIFICATIONS

Number Of Engines	2
Seats Min	4
Seats Max	9
Certified Max Seats	11
Cabin Volume Cu Ft	305
First Year	1990
Last Year	2003

WEIGHT & BALANCE

Max Takeoff Weight Lbs	16100
Increased Max Takeoff Weight Lbs	16300

SAFETY NOTES

- AAIB serious incident (N709EL, 1992 aircraft, serial RK-52): the parking brake was left partly on for takeoff. The brakes overheated, the tyre fuse plugs melted and the brakes seized.
- AAIB noted there is no light or caption showing the parking brake is on, and no 'release parking brake' item in the Before Takeoff checklist.