

ENGINE LIMITS (Cont.)

Maximum permissible inter stage turbine temperature (ITT) (Cont.):

- Starting and re-lighting (unrestricted)	907°C	907°C
- Starting and re-lighting (10 sec)	927°C	927°C
- Starting and re-lighting (5 sec)	above 927°C	above 927°C

Maximum permissible oil temperature:

- S.L. to 30 000 ft (9 144 m)	127°C	127°C
- Above 30 000 ft (9 144 m)	140°C	140°C
- Transient*	149°C	149°C

*Transient temperature above maximum at any altitude for a duration of not more than two minutes.

Minimum permissible oil temperature:

- Engine starting	-40°C	-40°C
- Before take-off	+30°C	+30°C

Maximum permissible air bleed extraction:

- L. P. air source	5%	5%
- H.P. air source (climb and cruise conditions)	3%	3%
- H.P. air source (descent condition only)	5%	5%

OIL

Oil conforming to Allied Signal Inc. Specification EMS 53110, Type 2.

AIRSPEED LIMITS (IAS)

Unless otherwise stated, speeds are indicated airspeeds.

Maximum Operating (V_{MO}):

- With fuel in the dorsal and/or ventral tank	280 kt
- With dorsal and ventral tanks empty, S. L. to 12 400 ft (3 779 m) decreasing linearly to 1 kt per 600 ft (203 m) to 292 kt at 29 200ft (8 900 m)	320 kt
- With dorsal and ventral tanks empty and with Mod. 258825: S.L. to 10 600 ft (3 231 m) decreasing linearly to 1 kt per 600 ft (103 m) to 288 kt at 29 800 ft (9 083 m)	320 kt

Maximum Operating (M_{MO})

- 28 500 ft (8 687m). and above	0.77 M
- With Mod 252648, 29 200 ft (8 900 m) and above	0.78 M
- Sea level	192 kt
- 10 000 ft (3 048 m)	195 kt
- 20 000 ft (6 096 m)	198 kt
- 30 000 ft (9 144 m)	203 kt
- 35 000 ft (10 668 m)	207 kt
- 38 000 ft (11 582 m)	211 kt
- 40 000 ft (12 192 m)	214 kt
- 41 000 ft (12 497 m)	217 kt

AIRSPEED LIMITS (IAS)**(Cont.)**

Flap extended (V_{FE}):	
- 15°	220 kt
- 25°	175 kt
- 45°	160 kt
L. G. Operation (V_{LO})	220 kt
L. G. Extended (V_{LE})	220 kt
Minimum Control Speed - Air (V_{MCA})	
- flaps 0° or 15°, S.L., temperatures below 22°C	
• APR not operating	101 kt
• APR operating	104 kt
- with either rudder bias strut inoperative	
• APR not operating	110 kt
• APR operating	113 kt
Minimum Control Speed - Ground (V_{MCG})	
- flaps 0° or 15°, S.L., temperatures below 22°C	
• APR not operating	92 kt
• APR operating	95 kt

C. G. RANGE**(Gear and Flaps Retracted)**

Weight lb (kg)	Forward of datum		Aft of datum	
	% MAC	in (cm)	% MAC	in (cm)
24 800(11 249)	25.00	1.80* (4.57)	35.00	10.82 (27.48)
24 200(10 977)	24.60	1.44* (3.66)	—	—
24 200(10 977)	21.80	1.09 (2.77)	36.80	12.45 (31.62)
22 000 (9 979)	—	—	36.80	12.45 (31.62)
20 950 (9 503)	—	—	36.27	11.97 (30.40)
20 850 (9 458)	18.60	3.98 (10.11)	33.80	9.74 (24.74)
20 650 (9 367)	—	—	33.67	9.62 (24.43)
20 400 (9 253)	—	—	30.27	6.56 (16.66)
19 000 (8 618)	—	—	29.40	5.77 (14.66)
16 300 (7 394)	18.00	4.52 (11.48)	—	—
14 700 (6 668)	—	—	31.93	8.05 (20.45)
13 100 (5 942)	18.00	4.52 (11.48)	31.50	7.67 (19.48)

* (Aft of Datum)

Straight line variations between weights

C. G. RANGE**(with Modification 258332)****(Gear and flaps Retracted)**

Weight lb (kg)	Forward of datum		Aft of datum	
	% MAC	in (cm)	% MAC	in (cm)
25 500(11 567)	27.40	3.97*(10.08)	33.53	9.50 (24.23)
25 000(11 340)	25.13	1.92* (4.88)	—	—
24 200(10 977)	24.60	1.44* (3.66)	—	—
24 200(10 977)	21.80	1.09 (2.77)	36.80	12.45 (31.62)
22 400(10 161)	—	—	36.80	12.45 (31.62)
20 950 (9 503)	—	—	36.27	11.97 (30.40)
20 850 (9 458)	18.60	3.98 (10.11)	33.80	9.74 (24.74)
20 600 (9 344)	—	—	33.73	9.68 (24.59)
20 400 (9 253)	—	—	30.27	6.56 (16.66)
19 000 (8 618)	—	—	29.40	5.77 (14.66)

MAXIMUM BAGGAGE

Compartment:	Body station	Max. load lb/ft ² (kg/m ²)	Capacity – lb (kg) (See Note 5)
Forward	180.25 to 223.11	109 (532)	310 (140.6)
Forward cabin			
- Side floor	245.85 to 303.85	50 (244)	
- Center floor	245.85 to 303.85	60 (293)	
Aft cabin			
- Side floor	303.85 to 395.30	50 (244)	
- Center floor	303.85 to 395.30	60 (293)	
Aft	397.80 to 422.30	60 (293)	130 (59.0)

FUEL CAPACITY

Nominal, usable fuel (refer to weight and balance report of each airplane for exact capacity).

Location	Volume US Gal (liters)	Max. weight (lb) (kg)	Arm in (cm)
Tank 1	612.15 (2 317)	4 080 (1 851)	5.60 (14.2)
Tank 2	612.15 (2 317)	4 080 (1 851)	5.60 (14.2)
Engine & lines	1.5 (5.7)	10 (4.5)	107.60 (273.3)
Ventral tank	131.0 (495.9)	873 (394)	88.60 (225.0)
Dorsal tank	61.0 (230.9)	406 (184)	119.30 (303.0)
Total	1 418.5(5 369.6)	9 449 (4 286)	18.26 (46.38)

OIL CAPACITY

Engine tank oil is the oil that is required for circulation in the system.

Location	Volume US Gal (liters)	Max. weight lb (kg)	Arm in (cm)	Moment in.lb
N° 1	1.5 (5.68)	11.3 (5.13)	93.69 (238.0)	1 059
N° 2	1.5 (5.68)	11.3 (5.13)	93.69 (238.0)	1 059
Total	3.0 (11.4)	22.6 (10.3)	93.90 (238.5)	2 118

MAXIMUM OPERATING ALTITUDE

41 000 ft (12 497 m).

CONTROL SURFACE MOVEMENTS

To ensure proper operation of the airplane the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the approved data contained in the Maintenance Manuals (MM or AMM). Publication reference MM.125-700 (HS.125 Series 700A)

S/N'S ELIGIBLE

257001 through 257215 (See Note 22)

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on a FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 8508 and in condition of safe operation”.

The CTA Report H.10-0721-0, dated 29 Jun. 1992 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes.

CERTIFICATION BASIS

The airplane certification basis is presented in the data pertinent to all models and conditions stated in the CTA Report H.10-0721-0, dated 29 Jun. 1992 or further revisions.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane.

The lists of all equipment as well as optional equipment approved by the CTA are contained in the Data Pertinent to All Models section.

II – British Aerospace Model Bae. 125 Series 800 (Transport Aircraft), approved 24 October 1985.
(See Note 24)**Hawker 800 (name change) (Transport Category Airplane), approved 05 October 1995.**
(See Notes 17, 20, and 24)

The BAe. 125 Series 800/Hawker 800 differs respectively from the HS.125 Series700A aircraft in the following major respects:

- i) Garrett Turbine Engine Company TFE 731-5R engines replace the Garrett AiResearch TFE 731-3 engines
- ii) The wing span is increased by 4 ft 6 in (1.37 m),
- iii) Curved windscreens replace the existing flat panels,
- iv) The rear fuselage under fairing is reshaped and the ventral tank is increased in capacity. The ventral fin is deleted,
- v) The fin leading edge is extended forward and the dorsal fuel tank deleted,
- vi) The nose wheel doors are sequenced to close after the gear is down,
- vii) A stall identification (stick pusher) system is fitted,
- viii) An Electronic Flight Instrument System (E.F.I.S.) is fitted,
- ix) Increase in certificated taxiing, take-off, landing and zero fuel weights, and
- x) Increase of M_{MO} from 0.77 to 0.80 (See Notes 15 and 17)

ENGINE

2 Garrett Turbine Engine Company TFE 731-5R turbofan engines

FUEL

Aviation Kerosene to specification Defense Standard 91-87, NATO Code F-34, Defense Standard 91-91, NATO Code F-35, ASTM D.1655 Jet A or Jet A-1, CAN/CGSB 3.23/, MIL-T-83133 JP8 Grade.

Aviation Wide-cut to specification Defense Standard 91-88, NATO Code F-40, ASTM D.1655 Jet B, Mil-T-5624 JP4. and JP5 Grades, CAN/CGSB 3.22/ Jet B, GOST 10227-86 T-2 (See Note 9).

ENGINE LIMITS

	TFE 731-5R with APR not operating	TFE 731-5R with APR operating
Take-off static, standard day, sea level conditions (5 min. limit) - lb	4 304	4 500
Maximum continuous static thrust, standard day, sea level conditions (unrestricted) - lb	4 304	4 304
Maximum permissible engine rotor operating speed		
- L. P. shaft (N1):	100% (21 000 rpm)	100% (21 000 rpm)
- H. P. Shaft (N2)	100% (29 692 rpm)	100% (29 692 rpm)
Maximum permissible inter stage turbine temperature (ITT):		
- Take-off (5 min maximum):	952°C	974°C
- Take-off (10 min maximum)	984°C	994°C
- Take -off (instantaneous):	994°C	924°C
- Maximum continuous	924°C	952°C
- Starting and re-lighting (unrestricted)	952°C	974°C
- Starting and re-lighting (10 sec)	974°C	927°C
- Starting and re-lighting (5 sec)	above 974°C	above 974°C
Maximum permissible oil temperature:		
- S.L. to 30 000 ft (9 144 m)	127°C	127°C
- Above 30 000 ft (9 144 m)	140°C	140°C
- Transient*	149°C	149°C
*Transient temperature above maximum at any altitude for a duration of not more than two minutes.		
Minimum permissible oil temperature:		
- Engine starting	-40°C	-40°C
- Before take-off	+30°C	+30°C
Maximum permissible air bleed extraction:		
- L. P. air source	5%	5%
- H.P. air source (climb and cruise conditions)	3%	3%
- H.P. air source (descent condition only)	5%	5%

OIL

Oil conforming to Allied Signal Inc. Specification EMS 53110, Type 2.

AIRSPEED LIMITS (IAS)

Unless otherwise stated, speeds are indicated airspeeds.

Maximum Operating (V_{MO}):

- With fuel in the dorsal and/or ventral tank 280 kt
- With ventral tanks empty or with the pannier fitted to Bae. Mod. 259292 (see Note 13), S. L. to 12 000 ft (3 658 m) decreasing linearly to 1 kt per 680 ft (207 m) to 310 kt at 29 000 ft (8 839 m) 335 kt
- With Mod. 25b047A, S.L. To 12 000 ft (3 658 m) decreasing linearly to 1 kt per 680 ft (207 m) to 313 kt at 27 300 ft (8 321 m) 335 kt

Maximum Operating (M_{MO}):

- With Mod 25B047A 0.80 M
- With Mod 25B047A 0.78 M

Maneuvering (V_A)

- Sea level 196 kt
- 10 000 ft (3 048 m) 202 kt
- 20 000 ft (6 096 m) 207 kt
- 30 000 ft (9 144 m) 217 kt
- 35 000 ft (10 668 m) 225 kt
- 38 000 ft (11 582 m) 231 kt
- 40 000 ft (12 192 m) 236 kt
- 41 000 ft (12 497 m) 238 kt

Flap extended (V_{FE}):

- 15° 220 kt
- 25° 175 kt
- 45° 165 kt

L. G. Operation (V_{LO}) 220 kt

L. G. Extended (V_{LE}) 220 kt

Minimum Control Speed - Air (V_{MCA})

- flaps 0° or 15°, S.L., temperatures below 23°C 115 kt
- with either rudder bias strut inoperative 125 kt

Minimum Control Speed - Ground (V_{MCG})

- flaps 0° or 15°, S.L., temperatures below 23°C 112 kt

C. G. RANGE

(Gear and Flaps Retracted)

	Weight		Forward of datum		Aft of datum	
	lb (kg)	% MAC	in (cm)	% MAC	in (cm)	
27 400(12 429)	25.60	6.61*(16.79)	31.80	12.02 (30.53)		
26 600(12 066)	—	—	35.00	14.81 (37.62)		
26 000(11 794)	23.70	4.96*(12.60)	—	—		
25 800(11 703)	19.20	1.03* (2.67)	—	—		
25 000(11 340)	17.60	0.36 (0.91)	—	—		
24 000(10 886)	16.40	1.40 (5.56)	35.00	14.81 (37.62)		

C. G. RANGE (Gear and Flaps Retracted) (Cont.)	Weight	Forward of datum		Aft of datum	
	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
	23 000(10 433)	15.60	2.10 (5.33)	–	–
	22 600(10 251)	–	–	33.20	13.24 (33.63)
	22 400(10 161)	–	–	28.00	8.70 (22.10)
	22 000 (9 979)	15.20	2.45 (6.22)	–	–
	21 400 (9 707)	–	–	26.20	7.14 (18.14)
	21 000 (9 526)	15.00	2.63 (6.68)	–	–
	20 000 (9 072)	–	–	26.60	7.48 (19.00)
	19 000 (8 618)	–	–	27.30	8.09 (20.55)
	18 000 (8 165)	–	–	28.20	8.88 (22.56)
	17 520 (7 947)	15.70	2.02 (5.13)	24.60	5.74 (14.58)
	17 200 (7 802)	–	–	29.20	9.75 (24.77)
	16 600 (7 530)	–	–	29.60	10.10 (25.65)
	15 750 (7 144)	15.00	2.63 (6.68)	–	–
	15 400 (6 985)	15.70	2.02 (5.13)	–	–
	14 120 (6 405)	19.00	0.86* (2.18)	28.60	9.23 (23.44)}

*(Aft of Datum)

Straight line variations between weights.

C. G. RANGE (with Modification 259550 & 253169A) (Gear and Flaps Retracted)	Weight	Forward of datum		Aft of datum	
	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
	28 000(12 701)	25.60	6.61* (16.79)	32.00	12.19 (30.96)
	27 150(12 315)	–	–	35.00	14.81 (37.62)
	26 600(12 066)	23.50	4.78* (12.14)	–	–
	26 500(12 020)	19.50	1.30* (3.30)	–	–
	26 000(11 794)	18.00	0.00	–	–
	25 000(11 340)	16.80	1.06 (2.69)	–	–
	24 000(10 886)	16.10	1.67 (4.24)	35.00	14.81 (37.62)
	23 000(10 433)	15.55	2.15 (5.46)	–	–
	22 600(10 251)	–	–	33.10	13.15 (33.40)
	22 400(10 161)	–	–	28.40	9.05 (22.99)
	22 000 (9 979)	15.20	2.45 (6.22)	–	–
	21 400 (9 707)	15.20	2.63 (6.68)	26.30	7.22 (18.34)
	20 300 (9 208)	–	–	26.60	7.48 (19.00)
	18 000 (8 165)	15.70	2.02 (6.13)	24.60	5.74 (14.58)
	17 600 (7 983)	–	–	29.20	9.75 (24.76)
	17 000 (7 711)	–	–	29.60	10.10 (25.65)
	15 600 (7 076)	15.00	2.63 (6.68)	–	–
	15 400 (6 985)	15.70	2.02 (6.13)	–	–
	14 120 (6 405)	19.00	0.86* (2.18)	28.60	9.23 (23.44)

*(Aft of Datum)

Straight line variations between weights.

C. G. RANGE (with Modification 25B047A) (Gear and flaps Retracted)	Weight	Forward of datum		Aft of datum	
	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
	26 866(12 186)	19.00	0.86* (2.18)	23.30	0.61 (1.55)
	25 000(11 340)	16.20	1.58 (4.01)	24.50	5.65 (14.35)
	22 000 (9 979)	15.00	2.63 (6.68)	21.30	2.86 (7.26)
	19 500 (8 845)	15.00	2.63 (6.68)	—	—
	19 200 (8 709)	—	—	21.30	2.86 (7.26)
	18 450 (8 369)	15.80	1.93 (4.90)	21.50	3.04 (7.72)
	17 350 (7 870)	15.80	1.93 (4.90)	—	—
	17 000 (7 717)	—	—	23.00	4.35 (11.05)
	16 550 (7 506)	—	—	23.00	4.35 (11.05)

* (Aft of Datum)

Straight line variations between weights.

Item (Extending):	Moment Change in.lb
- Wing flaps 15°	+538
25°	+879
45°	+1593
- Main landing gear	-1980
- Nose landing gear	+1380

The airplane is normally weighed with wing flaps retracted.

DATUM

The center of gravity datum [station 353.04 in (896.72 cm)] is 11 ft (3.35 m) forward of the fuselage reference point. The reference point is defined by an eye bolt on the fuselage skin located beneath the starboard engine pod.

STANDARD MEAN CHORD (SMC)

87.16 in. (221.39 cm). The leading edge of the SMC is 15.70 in (39.88 cm) forward of the datum (for SMC definition, see AFM).

LEVELING MEANS

Fore and aft alignment bolts are situated in the fuselage seat rails at stations 309.35 and 371.55.

WEIGHT LIMITATIONS

Max. ramp	27 520 lb (12 483 kg)
Max. brake release	27 400 lb (12 429 kg)
Max. landing	23 350 lb (10 592 kg)
Max. zero fuel	17 520 lb (7 947 kg)
Min. zero fuel	14 120 lb (6 405 kg)

With modification 259550 & 253169A

Max. ramp	28 100 lb (12 746 kg) See Note 11.
Max. brake release	28 000 lb (12 701 kg) See Note 11.
Max. landing	23 350 lb (10 592 kg)
Max. zero fuel	18 000 lb (8 165 kg) See Notes 12 & 16.
Min. zero fuel	14 120 lb.

WEIGHT LIMITATIONS

With modification 25B047A

(Cont.)

Max. ramp	26 866 lb (12 186 kg)
Max. brake release	26 866 lb (12 186 kg)
Max. landing	23 350 lb (10 592 kg)
Max. zero fuel	18 450 lb (8 369 kg)
Min. zero fuel	16 550 lb (7 507 kg)

MINIMUM CREW

For all flights, 2 pilots

MAXIMUM PASSENGERS

15

MAXIMUM BAGGAGE

Compartment:	Body station	Max. load lb/ft ² (kg/m ²)	Capacity – lb (kg) (See Note 5)
Forward	180.25 to 223.11	100 (488)	310 (140.6)
Forward cabin			
- Side floor	245.85 to 303.85	50 (244)	
- Center floor	245.85 to 303.85	60 (293)	
Aft cabin			
- Side floor	303.85 to 395.30	50 (244)	
- Center floor	303.85 to 395.30	60 (293)	
Aft	397.80 to 422.30	60 (293)	130 (59.0)

FUEL CAPACITY

Nominal, usable fuel (refer to weight and balance report of each airplane for exact capacity).

Location	Volume US Gal (liters)	Max. weight lb (kg)	Arm in (cm)
Tank 1	631.75 (2 391.4)	4 208 (1 909)	8.20 (20.83)
Tank 2	631.75 (2 391.4)	4 208 (1 909)	8.20 (20.83)
Ventral tank	231.80 (877.5)	1 544 (700)	100.40 (255.02)
Total	1 495.30 (5 660.3)	9 960 (4 518)	22.49 (57.12)

OIL CAPACITY

Engine tank oil is the oil that is required for circulation in the system.

Location	Volume US Gal (liters)	Max. weight lb (kg)	Arm In (cm)	Moment in.lb
N° 1	1.5 (5.68)	11.3 (5.13)	90.84 (230.73)	1 026
N° 2	1.5 (5.68)	11.3 (5.13)	90.84 (230.73)	1 026
Total	3.0 (11,4)	22.6 (10.3)	90.84 (230.73)	2 052

**MAXIMUM OPERATING
ALTITUDE**

41 000 ft (12 497 m).

**CONTROL SURFACE
MOVEMENTS**

To ensure proper operation of the airplane the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the approved data contained in the Maintenance Manuals (MM or AMM). Publication reference AMM 125-800 Vol. 1-3 (Hawker 800)

S/N'S ELIGIBLE

Bae.125 Series 800: 258001 through 258128, 258130, 258132, 258133, 258135 through 258150, 258152, 258153, 258155, 258157, 258160 through 258214, 258216 through 258226, 258228 through 258241, 258243, 258244, 258246, 258248, 258249, 258251 through 258254 (see Note 22).

Hawker 800: 258255 through 258265, 258267, 258269 through 258276

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on a FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 8508 and in condition of safe operation”.

The CTA Report H.10-072-02, dated 18 Sep. 1985 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes.

CERTIFICATION BASIS

The airplane certification basis is presented in the Data Pertinent to All Models and conditions stated in the CTA Report H.10-072-02, dated 18 Sep. 1985 or further revisions.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane.

The lists of all equipment as well as optional equipment approved by the CTA are contained in the Data Pertinent to All Models section.

III - Model HAWKER 800XP (Transport Category Airplane), approved 28 July 1995. (See Notes 18, 21 and 24)**ENGINE**

2 Allied Signal Engines TFE 731-5BR turbofan engines

FUEL

Aviation Kerosene to specification Defense Standard 91-87, NATO Code F-34, Defense Standard 91-91, NATO Code F-35, ASTM D.1655 (Jet A or Jet A-1), CAN/COGS 3.23/(Jet A or Jet A-1), MIL-T-83133 JP8 Grade, GOST 10227-86 (TS-1, T-1 or RT.), GB 6537-94/N° 3.

Aviation Wide-cut to specification Defense Standard 91-88, NATO Code F-40, ASTM D. 1655 Jet B, MIL-T-5624 JP4 and JP5 Grades, CAN/COGS 3..22/ Jet B, GOST 10227-86 T-2

ENGINE LIMITS

	TFE 731-5BR with APR not operating	TFE 731-5BR with APR operating
Take-off static, standard day, sea level conditions (5 min. limit) - lb	4 750	4 750
Maximum continuous static thrust, standard day, sea level conditions (unrestricted) - lb	4 634	4 634
Maximum permissible engine rotor operating speed		
- L. P. shaft (N1):	100% (21 000 rpm)	100% (21 000 rpm)
- H. P. Shaft (N2)	100% (30 300 rpm)	100.8% (30 540 rpm)
Maximum permissible inter stage turbine temperature (ITT):		
- Take-off (5 min maximum):	978°C	974°C
- Take-off (10 min maximum)	1 006°C	1 006°C
- Take -off (instantaneous):	1 016°C	1 016°C
- Maximum continuous	968°C	968°C
- Starting and re-lighting (unrestricted)	978°C	978°C
- Starting and re-lighting (10 sec)	996°C	996°C
- Starting and re-lighting (5 sec)	above 996°C	above 996°C
Maximum permissible oil temperature:		
- S.L. to 30 000 ft (9 144 m)	127°C	127°C
- Above 30 000 ft (9 144 m)	140°C	140°C
- Transient*	149°C	149°C
*Transient temperature above maximum at any altitude for a duration of not more than two minutes.		
Minimum permissible oil temperature:		
- Engine starting	-40°C	-40°C
- Before take-off	+30°C	+30°C
Maximum permissible air bleed extraction:		
- L. P. air source	5%	5%
- H.P. air source (climb and cruise)	3%	3%
- H.P. air source (descent only)	5%	5%

OIL

Oil conforming to Allied Signal Inc. Specification EMS 53110, Type 2.

AIRSPEED LIMITS (IAS)

Unless otherwise stated, speeds are indicated airspeeds.

Maximum Operating (V_{MO}):

- With fuel in the dorsal and/or ventral tank 280 kt
- With ventral tanks, S. L. to 12 000 ft (3 658 m) decreasing linearly to 1 kt per 680 ft (207 m) to 310 kt at 29 000 ft (8 839 m) 335 kt
- With Mod. 25b047A, S.L. to 12 000 ft (3 658 m) decreasing linearly to 1 kt per 680 ft (207 m) to 313 kt at 27 300 ft (8 321 m) 335 kt

AIRSPEED LIMITS (IAS) (Cont.)	Maximum Operating (M_{MO}):	0.80 M
	- Mach trimmer unserviceable/inoperative	0.73 M
	Maneuvering (V_A)	
	- Sea level	196 kt
	- 10 000 ft (3 048 m)	202 kt
	- 20 000 ft (6 096 m)	207 kt
	- 30 000 ft (9 144 m)	217 kt
	- 35 000 ft (10 668 m)	225 kt
	- 38 000 ft (11 582 m)	231 kt
	- 40 000 ft (12 192 m)	236 kt
	- 41 000 ft (12 497 m)	238 kt
	Flap extended (V_{FE}):	
	- 15°	220 kt
	- 25°	175 kt
	- 45°	165 kt
	L. G. Operation (V_{LO})	220 kt
	L. G. Extended (V_{LE})	220 kt
	Minimum Control Speed - Air (V_{MCA})	
	- flaps 0°, S.L., temperatures below 23°C	114 kt
	- flaps 15°, S.L., temperatures below 23°C	108 kt
Minimum Control Speed - Ground (V_{MCG})		
- flaps 0° or 15°, S.L., temperatures below 23°C	115.5 kt	
Minimum Control Speed - Landing (V_{MCL})		
- flaps 25°, S.L., temperatures below 23°C	106 kt	
- flaps 45°, S.L., temperatures below 23°C	105 kt	

C. G. RANGE

(Gear and Flaps Retracted)

	Weight lb(kg)	Forward of datum		Aft of datum	
		% MAC	in (cm)	% MAC	in (cm)
28 000*** (12 701)	24.80	5.92* (15.04)	32.10	12.28 (31.19)	
27 100*** (12 293)	23.40	4.72* (11.99)	35.00	14.81 (37.61)	
27 000*** (12 247)	25.60	6.61* (16.79)	-	-	
26 950*** (12 225)	19.40	1.21* (3.07)	-	-	
26000 (11 794)	17.60	0.36 (0.91)	-	-	
25 500*** (11 567)	-	-	29.00	9.58 (24.33)	
25 000 (11 340)	16.60	1.23 (3.12)	-	-	
24 000*** (10 886)	-	-	35.00	14.81 (37.62)	
24 000 (10 886)	15.70	2.02 (5.13)	-	-	
23.000 (10 433)	15.25	2.45 (6.22)	-	-	
22 600*** (10 251)	-	-	33.00	13.06 (33.17)	
22 400*** (10 161)	-	-	28.40	9.05 (22.99)	
22 000 (9 979)	15.00	2.63 (6.68)	-	-	
21 400 (9 707)	-	-	26.30	7.22 (18.34)	
20 400 (9 253)	-	-	26.60	7.48 (19.00)	
18.450** (9 369)	15.70	2.02 (5.13)	24.70	5.83 (14.80)	

C. G. RANGE (Gear and Flaps Retracted) (Cont.)	Weight	Forward of datum		Aft of datum	
	lb(kg)	% MAC	in (cm)	% MAC	in (cm)
	17 700 (8 029)	–	–	29.20	9.75 (24.76)
	17 000** (7 711)	–	–	29.60	10.10 (25.65)
	15 750 (7 144)	15.00	2.63 (6.68)	–	–
	15 465** (7 015)	15.70	2.02 (5.13)	–	–
	14 120** (6 405)	19.00	0.86* (2.18)	28.70	9.31 (23.65)

* (Dimension Aft of Datum)

** (Boundary Area for Zero Fuel Weight)

*** (Boundary Area obtainable with Full Ventral Tank fuel)

Item (Extending): Moment Change in.lb

- Wing flaps	15°	+538
	25°	+879
	45°	+1593
- Main landing gear		-1980
- Nose landing gear		+1380

The airplane is normally weighed with wing flaps retracted.

DATUM

The center of gravity datum [station 353.04 in (896.72 cm)] is 11 ft (3.35 m) forward of the fuselage reference point. The reference point is defined by an eye bolt on the fuselage skin located beneath the starboard engine pod.

STANDARD MEAN CHORD (SMC)

87.16 in. (221.39 cm). The leading edge of the SMC is 15.70 in (39.88 cm) forward of the datum(for SMC definition, see AFM).

LEVELING MEANS

Fore and aft alignment bolts are situated in the fuselage seat rails at stations 309.35 and 371.55.

WEIGHT LIMITATIONS

Max. ramp	28 120 lb (12 755 kg)
Max. brake release	28 000 lb (12 701 kg)
Max. landing	23 350 lb (10 592 kg)
Max. zero fuel	18 450 lb (8 369 kg)
Min. zero fuel	14 120 lb (6 405 kg)

MINIMUM CREW

For all flights, 2 pilots

MAXIMUM PASSENGERS

15

MAXIMUM BAGGAGE

Compartment:	Body station	Max. load lb/ft ² (kg/m ²)	Capacity – lb (kg) (See Note 5)
Forward	180.25 to 234.24	100 (488)	252 (102)
Forward cabin			
- Side floor	245.85 to 303.85	50 (244)	
- Center floor	245.85 to 303.85	60 (293)	
Aft cabin			
- Side floor	303.85 to 395.30	50 (244)	
- Center floor	303.85 to 395.30	60 (293)	
Aft	397.80 to 422.30	100 (488)	210 (95.3)

FUEL CAPACITY

Nominal (refer to weight and balance report of each airplane for exact capacity).

Usable fuel

Location	Volume	Max. weight lb	Arm
	US Gal (liters)	(kg)	in (cm)
Tank 1	634 (2 400)	4 223 (1 916)	8.20 (20.83)
Tank 2	634 (2 400)	4 223 (1 916)	8.20 (20.83)
Ventral tank*	233 (882)	1 552 (693)	100.40 (255.02)
Total	1 501 (5 682)	9 998 (4 535)	22.49 (57.12)

* See Note 23.

Usable fuel (pressure refueled)

Location	Volume	Max. weight lb	Arm
	US Gal (liters)	(kg)	in (cm)
Tank 1	631.6 (2 391)	4 207 (1 908)	8.20 (20.83)
Tank 2	631.6 (2 391)	4 207 (1 908)	8.20 (20.83)
Ventral tank*	229.4 (868.4)	1 528 (693)	100.40 (255.02)
Total	1 492.6 (5 650)	9 942 (4 510)	22.49 (57.12)

* See Note 23.

OIL CAPACITY

Engine tank oil is the oil that is required for circulation in the system.

Location	Volume	Max. weight lb	Arm	Moment
	US Gal (liters)	(kg)	In (cm)	in.lb
N° 1	1.65 (6.25)	12.4 (5.13)	90.84 (230.7)	1 126
N° 2	1.65 (6.25)	12.4 (5.13)	90.84 (230.7)	1 126
Total	3.30 (12.50)	24.8 (10.3)	90.84 (230.7)	2 252

MAXIMUM OPERATING ALTITUDE

41 000 ft (12 497 m).

CONTROL SURFACE MOVEMENTS

To ensure proper operation of the airplane the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the approved data contained in the Maintenance Manuals (MM or AMM). Publication reference AMM Hawker 800XP Vol. 1-3 (Hawker 800XP).

S/N'S ELIGIBLE

258266, 258277 through 258287, 258289 through 258304, 258307 through 258324, 258326 through 258332, 258334 through 258340, 258342 through 258347, 258349 through 258359, 258361 through 258369, 258371 through 258380, 258382 through 258406, 258408 through 258426, 258428 through 258444, 258446 through 258468, 258470 through 258492, 258494 through 258512, 258514 through 258532, 258534 and on.

IMPORT ELIGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on a FAA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

“The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 8508 and in condition of safe operation”.

The CTA Report H.10-073-02, dated 28 Sep. 1999 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes.

CERTIFICATION BASIS

The airplane certification basis is presented in the Data Pertinent to All Models and conditions stated in the CTA Report H.10-073-02, dated 28 Sep. 1999 or further revisions.

REQUIRED EQUIPMENT

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane.

The lists of all equipment as well as optional equipment approved by the CTA are contained in the Data Pertinent to All Models section.

DATA PERTINENT TO ALL MODELS:**CERTIFICATION BASIS**

CTA accepted the CAR.4b dated December 1953, Amdt. 4b-1 through 4b-12 and 4b-14, exclusive of CAR 4b.350(e) and including FAA Special Regulation SR.422B as the initial basis to previous models as applicable to the models specified herein. Compliance has been established with the following optional requirements: Ice Protection Provision 4b.640 and FAA Exemption 573 grants exemption from CAR 4b.437.

The Type Certificate (CHT) n°.8508 was issued on 24 October 1985 to Bae.125 Series 800, amended on 05 August 1993 to include HS.125 Series 700A, amended on 05 October 1995 to include Hawker 800 and amended on 03 December 1997 to include Hawker 800XP.

For the HS.125 Series 700A models, compliance has been established with the special retroactive requirements of RBHA/FAR 25.2 through Amdt. 25-20; RBHA/FAR 25.979 of Amdt. 25-11, RBHA 21.183(e), and FAR 36.1(d) for Amdt. 36-1 through 36-5.

For Bae.125 Series 800 models, compliance has been established with the specific additional requirements of RBHA/FAR Part 25, Amdt. 25-1 through 25-54, above and beyond the Airworthiness Requirements specified in the first paragraph above. The additional requirements are as follows:

**CERTIFICATION BASIS
(Cont.)**

- RBHA/FAR 25.2;
- RBHA/FAR 25.305 (for wing only);
- RBHA/FAR 25.571 (for wing engine mounts only);
- RBHA/FAR 25.903 (d)(1);
- RBHA/FAR 25.979 (a) trough (c);
- RBHA/FAR 25.1419;
- RBHA/FAR 25.1529;
- RBHA/FAR Amdt. 56 requirements special conditions for Brazilian certification validation:RBHA/FAR 25.901 (c) and RBHA/FAR 25.1309;
- FAR Part 36 as amended by Amdt. 36-1 through 36-12;
- Special Federal Aviation Regulation (SFAR) 27 as amended by Amdt. 27-1 through 27-4; and
- CTA accepted FAA Equivalent Safety which is established with:
 - RBHA/FAR 25.773(b)(2): pilots window;
 - RBHA/FAR 25.613(a): design values; and
 - RBHA/FAR 25.615(a): design properties.

For Hawker 800XP airplanes fitted with Allied Signal TFE 731-5BR engines: all the certification basis above applicable to Bae.125 800 and the following additional RBHA/FAR requirements:

- For the engine electronic controls and mach trim system:
 - RBHA/FAR 25.1316 as amended thru Amdt. 25-40;
 - FAA Special Condition 25-ANM-98 HIRF.
- For the thrust reverser installation:
 - RBHA/FAR 25.933 as amended thru Amdt. 25-40;
 - RBHA/FAR 25.934 as amended thru Amdt. 25-23;
 - RBHA/FAR 25.1309 as amended thru Amdt. 25-23;
- RBHA/FAR Part 34 basic issue; and
- RBHA/FAR Part 36 as amended by Amdt. 36-1 thru 36-20.

The HS.125 Series 700B, Bae.125 Series 800B and some Hawker 800 models were certified to CAA United Kingdom regulations. These designated "B" aircraft by FAA Airworthiness Certificate are eligible to Brazilian Registration if shown to meet the requirements specified in this EA plus any Requirements stated in reports H.10-0721-01 for 700A; or H.10-0720-02 for 800 and Hawker 800 or in subsequent revisions as approved by CTA.

REQUIRED EQUIPMENT

The basic required equipment in the applicable airworthiness and Operating Regulations must be installed in the aircraft for certification. The HS/BAe. 125 and Hawker Aircraft Maintenance Schedule (MS) publications reference MS.125-700 (Series 700A), MS.125-800 (Series 800 and Hawker 800) and MS.800XP (Hawker 800XP) contain lists of all required inspection schedules pertinent to the model variants specified herein and optional equipment installations and identifies all life-limited items.

NOTES:**NOTE 1:** Weight and balance.

(a) Current weight and balance report, including list of equipment in certificated empty weight and loading instructions, must be provided for each aircraft at the time of original certification.

(b) The airplane must be loaded so that the C.G. is within the specified limits at all times with the effect of fuel use and movement of crew and passengers from their assigned positions being considered.

(c) The "drainable unusable fuel" is the amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in CAR 4b. 416. This drainable unusable fuel does not include the "tank trapped fuel". The total unusable fuel must be included in the airplane empty weight or be suitably accounted for in the airplane weight and balance report. The total volume of unusable fuel in gallons is as follows:

Airplane Total. (HS.125 Series 700A).

	Volume US Gal (liters)	Weight lb (kg)	Arm in (cm)
Tank trapped	3.4 (12.9)	11.6 (5.26)	-16.6
Drainable (Wing)	11.5 (43.5)	76.6 (34.7)	-14.0
Unusable (Ventral)	0.9 (3.4)	6.0 (2.7)	+59.0
Fuel (Dorsal)	Nil	Nil	-
Total unusable fuel	15.8 (59.8)	105.2 (47.7)	-9.7

Airplane Total. (BAe. 125 Series 800A/Hawker 800/Hawker 800XP)

	Volume US Gal (liters)	Weight lb (kg)	Arm in (cm)
Tank trapped	3.30 (12.5)	22.0 (9.98)	-15.60
Drainable (Wing)	8.10 (30.7)	54.0 (24.5)	-14.00
Unusable (Ventral)	0.70 (2.65)	5.0 (2.3)	+74.40
Total unusable fuel	12.10 (45.8)	81.0 (36.7)	9.00

(d) Engine System oil is the total engine oil less than the Quantity drainable from the tank. The undrainable oil is:

Location	Volume US Gal (liters)	Weight lb (kg)	Arm in (cm)	Moment lb.in.
No. 1	1.5 (5.8)	11.3 (5.1)	106.2 (269.7)	1 200
No. 2	1.5 (5.8)	11.3 (5.1)	106.2 (269.7)	1 200
Total	3.0 (11.6)	22.6 (10.3)	106.2 (269.7)	2 400

Total quantity of oil for both engines is 6.02 US Gal (22.8 liters). The weight of this is included in the Basic Aircraft Weight.

NOTE 2: Airplane Flight Manual. The airplane must be operated according to the appropriate FAA approved Brazilian Airplane Flight Manual.

NOTE 3: Continuing Airworthiness. Service Life Limits of Structural Components. The service life limits for aircraft structural parts which are fatigue critical are listed in Raytheon Corporate Jets Document Reference CJE-HPA-C-GEN-AW1667, latest FAA approved revision. Airworthiness Structural Inspections. For the Bae.125-800/Hawker 800/Hawker 800XP the Structural Inspections specified in CJE.HTS.R.258.AW0949, Issue 1 are essential to ensure the continued airworthiness of the Bae.125-800/Hawker 800/Hawker 800XP in operational service. The inspections may be changed only with the mutual agreement between the airworthiness authorities (CTA/FAA), the aircraft manufacturer and the operator.

NOTE 4: The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:

The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:

- For HS.125 Series 700:

The Brazilian Airplane Flight Manual; and

Passenger, cargo loading and servicing markings and placards in the Portuguese language;

- BAe.125 Series 800

The Brazilian Airplane Flight Manual;

Passenger, cargo loading and servicing markings and placards in the Portuguese language;

FAA approved emergency exit lighting system;

Self enclosed ashtrays (modification presented in the Drawing Office Instruction DOI 83684.

- Hawker 800XP

The Brazilian Airplane Flight Manual;

Passenger, cargo loading and servicing markings and placards in the Portuguese language;

Two ADF are required, one operational under electrical emergency;

All altimeters barometric setting scale in hPa or mb;

FAA approved emergency exit lighting system;

10% excess of oxygen dropout units;

Lap belts and diagonal harness on sideways facing seats;

Quick donning oxygen masks with smoke goggles for flight crew;

Exterior break in markings and non-slip coating on wing for overwing exit; and

Self enclosed ashtrays (modification presented in the Drawing Office Instruction DOI 83684.

NOTE 5 Maximum Cabin Loads.

- Forward of front spar frame datum 1 550 lb (703.1 kg)

- Aft of front spar frame datum 1 680 lb (762.0 kg)

- Total 3 050 lb (1 383 kg)

Maximum load forward of aft of front spar frame datum includes loads of passenger seats, their occupants (including supernumerary) and of the appropriate luggage compartments.

To ensure that airplane C.G. is within allowable limits it may be necessary to reduce loads to less than maximum stated above.

NOTE 6 Modifications 252622 (Parts A and B) and 258169 (HS. 125 Series 700A or relevant part of 258469 (All Series except Series 700) introduce an Automatic Performance Reserve (APR) system.

When these modifications are embodied, the designation of the Garrett AiResearch TFE 731-3 engine must be changed to TFE 731-3R. Limitations and procedures associated with the APR system are provided in the Approved Flight Manuals, Document H.S. 1.9 Particular Amendment N° P11 (HS. 125 Series 700A).

- NOTE 7** Modification 256991 introduces an Aeronca Thrust Reverser system to the HS.125 Series 700A aircraft. The limitations and procedures associated with the thrust reverser system are provided in the Approved Flight Manual Document H.S. 1.9, by Particular Amendment N° P12
- NOTE 8** The maximum ramp weight may be increased by 500 lb. to 25,500 lb. and the take-off weight by 700 lb. to 25,500 lb. for the HS. 125 Series 700A aircraft providing that a revised limitations label is installed in accordance with Modification 258332, (Series 700A) and the Approved Flight Manual document HS. 1.9 containing Particular Amendment N° P13
- NOTE 9** Aviation Wide-cut fuel may only be used with TFE 731 engined aircraft when both engines have Modification 252738 embodied.
- NOTE 10** The maximum zero fuel weight may be increased with reductions in V_{MO} on a HS. 125 Series 700A aircraft with modifications 252648 and 258332 by embodiment of modification 258825 Part D and by inclusion in the Approved Flight Manual Document H.S. 1.9 of Particular Amendment N° P 26.
- NOTE 11** The maximum taxiing (ramp) weight and the maximum take-off (brake release) weight for the BAe. 125 Series 800A, 800B and Hawker 800 aircraft may be increased to 28,100 Lb. and 28,000 Lb. respectively, by the embodiment of either Modification 259550 Part B or 259952 Part A.
An aircraft modified as specified above must be operated in accordance with the Approved Flight Manual Document N° HS. 1. 16 containing Particular Amendment N° P 45.
- NOTE 12** The maximum zero fuel weight for the Hawker 800 aircraft may be increased to 18 000 lb when Modification 253169A is embodied
- NOTE 13** When a baggage pannier (Mod. 259292 or 259500) is embodied in lieu of the ventral tank, V_{MO} is: 335 kt up to 12 000 feet (3 658 m), less 1 kt per 680 feet (207 m) to 310 kt at 29 000 ft (8 839 m).
- NOTE 14** The maximum zero fuel weight may be increased to 16 300 lb (7 393.7 kg) for HS.125 Series 700A with Modification 258825 embodied.
- NOTE 15** Modification 259283 introduces Dee Howard TR5000BR Thrust Reversers to the Hawker 800. The limitations and procedures associated with the thrust reverser are provided in the Approved Flight Manual Document HS.1.16 containing Particular Amendment N° P 32
- NOTE 16** The maximum zero fuel weight for the Hawker 800 aircraft may be increased to 17 750 lb when Modification 259579A is embodied.
-

NOTE 17 Modification 253558A introduces the Hawker 800 designation and makes the requisite changes to identification plates and the limitations placard. This change is reflected in the Approved Flight Manual Document. N° HS 1.16 containing Particular Amendment P 63. The Hawker 800 is only a name change from the former BAe 125 Series 800A. All Service Information published for the BAe. 125 Series 800A is equally applicable to the Hawker 800.

NOTE 18 Modification 253564A with associated changes introduces the model Hawker 800XP. The Garrett AiResearch TFE 731-5R Turbofan engines originally fitted to the Hawker 800 airplanes are replaced by Allied Signal Engines TFE 731-5BR. In addition to the installation of the TFE 731-5BR engines, the above modification also introduces the following changes:

- Dee Howard TR5000BR thrust reversers fitted as standard;
- Increase in certificated ramp, take-off and maximum zero fuel weights;
- Vortilons replace wing fences and Hawker 1000 aileron servo tab gearing is introduced;
- Rudder Bias moment is reduced to 2.7 in;
- Mach trim system is fitted;
- 3 Wheel ECS is fitted as standard;
- 38 liter TKS tank is fitted; and
- A Hawker 800XP airplane is to be operated in accordance with the Approved Flight Manual Document N° HS.1.22 with appropriate Particular Amendment.

NOTE 19 Some aircraft delivered new from the UK to international customers may not necessarily comply in full with the defined certification basis on which this TC has been granted due to overriding Foreign Authority requirements which have been satisfied for aircraft delivered into their country.

There are two basic certification standards for the DH/HS/BH/BAe.125 Hawker series of airplanes. One is the US FAA Type Certificate standard. Aircraft certified to this standard are identified with an "A" in the Model suffix. This is the basis for the Brazilian validation. The other certification standard is based on requirements established by the UK Civil Aviation Authority (CAA). Aircraft certified to the UK CAA standards are identified as "B" versions and include the Series 700B and 800B Models. The "B" models are equivalent to the "A" models and meet U.S. certification requirements with the exception of the overriding UK CAA requirements and customer requested optional modifications approved by the UK CAA. Due to the wide range of potential configurations, specific instructions for modifying an airplane from one country standard to another are not available in a pre-published format. In those cases where it does become necessary to convert an aircraft from one certification standard to another, or to show the equivalency to the U. S. standard, the document used will be a serial number specific Service Bulletin issued by the Type Certificate Holder. This Service Bulletin will be FAA Approved.

NOTE 20 Regulatory requirements applicable to HS.125 700B, BAe. 125 800B and some HAWKER 800 that were United Kingdom (CAA) certified airplane is eligible for CTA Transport category airworthiness certificate since equivalence to "A" version are shown.

- NOTE 21** The Hawker 800XP aircraft was designed to meet this Type Certificate standard and receive the U.S. FAA Transport Category Airworthiness Certificates. Some individual aircraft may not necessarily comply in full with the defined certification basis on which this TC has been granted due to overriding Foreign Authority requesting a U.S. FAA airworthiness certificate and registration must be modified to remove the exporting countries modifications to meet this Type Certificate standard. The aircraft must be operated using Approved Flight Manual Document HS 1.22 with the appropriate Particular Amendments. Contact the Type Certificate Holder for information regarding required changes to specific serial numbered airplanes returning to the U.S. See requirements of Note 19.
- NOTE 22** Some aircraft were manufactured and delivered to the United States using only a North American (N/A) reference number on the aircraft data plate. Service Bulletin SB.00-12 provides a cross reference listing of the North American (NA) reference numbers against serial numbers (25XXX or 25XXXX).
- NOTE 23** The contents of the ventral fuel tank are reduced by 4.8 US Gal (18 liters) for aircraft which have fitted an external toilet servicing facility.
- NOTE 24** The Hawker 800 and Hawker 800XP have been approved for Reduced Vertical Separation Minimum (RVSM) flight. If the aircraft has a Honeywell Avionics Package, modification 25F731A must be embodied. If the aircraft has a Collins Avionics Package, modification 25F731B must be embodied.
- Final certification for RVSM operations must be obtained by the operator from the local FAA Flight Standards District Office (FSDO).
- NOTE 25** Master Drawing List 800E165 introduces the CTA approved modifications for the Hawker 800XP aircraft for operation by the Brazilian Air Force for Airborne Flight Inspection Operations. A Hawker 800XP aircraft modified as specified above must be operated in accordance with the Approved Flight Manual Document N° HS 1.22 modified as required in report H.10-0723-02 and containing Supplement 9, Issue 2. The following serial numbered aircraft were modified per the above master drawing list: 258401, 258421, 258434 and 258447.
- These aircraft embody features which would not be found on Civil Aircraft including various provisions to enable the airplane to be modified under CHST. Where these provision have been made and they have been shown compliance with the associated installation requirements and no hazards to the aircraft, there were no investigation for their intended function with installation of any CHST.

JOSÉ LUIZ R. BELDERRAIN – Ten.-Cel.-Eng.
Chefe da Divisão de Homologação Aeronáutica
(Chief, Divisão de Homologação Aeronáutica)

JOSÉ CARLOS ARGOLO – Cel.-Av
Diretor do Instituto de Fomento e Coordenação Industrial
(Director, Instituto de Fomento e Coordenação Industrial)