### COMANDO DA AERONÁUTICA DEPARTAMENTO DE PESQUISAS E DESENVOLVIMENTO CENTRO TÉCNICO AEROESPACIAL

## TYPE CERTIFICATE DATA SHEET Nº EA-8508-01

Type Certificate Holder:

RAYTHEON AIRCRAFT COMPANY 9709 East Central Wichita, KA - 67206 USA EA-8508-01 Sheet 01

RAYTHEON

HS.125 Series 700A Bae.125 Series 800 Hawker 800 Hawker 800XP

March 2001

This data sheet, which is part of Type Certificate No. 8508, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

## I - <u>Model Hawker Siddeley Model HS.125 Series 700A (Transport Category Airplane), approved</u> 05 August 1993

ENGINE	2 Garrett AiResearch TFE 731-3 turbofan engines, or 2 Garrett AiResearch TFE 731-3R turbofan engines (See Note 6).					
FUEL	Aviation Kerosene to specification Defense Standard 91-91, NATO Code F-35, Defense Standard 91-87, NATO Code F-34, 3-GP-23h Type 1, ASTM D.1655 Jet A or Jet A1, Aviation Wide-cut to specification Defense Standard 91-88, NATO Code F-40, 3-GP-22 Type 2, ASTM D.1655 Jet B, Mil-T-5624 JP4. (See Note 9).					
ENGINE LIMITS		TFE 731-3 and TFE 731-3R with APR not operating	TFE 731-3R with APR operating			
	Take-off static, standard day, sea level	1 0				
	conditions (5 min. limit) - lb	3 700	3 880			
	Maximum continuous static thrust,					
	standard day, sea level conditions					
	(unrestricted) - lb	3 700	3 700			
	Maximum permissible engine rotor operating speed					
	- L. P. shaft (N1):	101.5 %	101.5 %			
		(21 000 rpm)	(21 000 rpm)			
	- H. P. Shaft (N2)	100.0%	100.0%			
		(29 692 rpm)	(29 989 rpm)			
	Maximum permissible inter stage turbine	e temperature (IT	Г):			
	- Take-off (5 min maximum):	907°C	929°C			
	- Take-off (10 min maximum)	917°C	939°C			
	- Take -off (instantaneous):	927°C	949°C			
	- Maximum continuous	885°C	885°C			

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 maxi of not more than two minutes.	mum at any altitu	ude for a duration			
	Minimum permissible oil temperature:					
	- Engine starting	-40°C	$-40^{\circ}$ C			
	- Before take-off	+30°C	+30°C			
	Maximum permissible air bleed extract	ion:				
	- L. P. air source	5%	5%			
	- HP air source (climb and cruise	270	270			
	conditions)	3%	3%			
	- HP air source (descent condition	270	570			
	only)	5%	5%			
OIL	Oil conforming to Allied Signal Type 2.	Inc. Specification	n EMS 53110,			
AIRSPEED LIMITS (IAS)	Unless otherwise stated, speeds are indicated airspeeds. Maximum Operating ( $V_{MO}$ ):					
	- With fuel in the dorsal and/or ventral	tank 2	280 kt			
	- With dorsal and ventral tanks empty 400 ft (3 779 m) decreasing 1 kt per 600 ft (203 m) to 292 k	r, S. L. to 12 linearly to t at 29 200ft				
	(8 900 m)	3	20 kt			
	- With dorsal and ventral tanks empty and with Mod. 258825: S.L. to 10 600 ft (3 231 m)					
	288  kt at 29 800 ft (9.083 m)	n (105 m) to	20 64			
	Maximum Operating (M		20 Kt			
	29.500  ft (9.697 m) and there	ſ	77 M			
	-28500  ft (868/m). and above	)	. / / 101			
	- with Mod 252048, 29 200 It (8 900	( m) and	70 M			
		1	0.78 IVI			
	-5ea  level	1	92 Kl			
	-1000011 (5.046 III) 20.000 ft (6.006 m)	1	73 Kl 08 1/4			
	-20000ft (0.144 m)	1	70 Kl 02 1/4			
	-50000ft(10668m)	2	03 Kl			
	- 35 000  ft (11 592  m)	2	U/ KI			
	-38000  ft (11382  m)	2	211 kt			
	$-40000\mathrm{ft}(12192\mathrm{m})$	2	214 kt			
	- 41 000 IL (12 49 / M)	2	1 / Kl			

AIRSPEED LIMITS (IAS)         Flap extended $(V_{FD})$ :           (Cont.)         -15°         220 kt           -25°         175 kt           -45°         160 kt           L G. Operation $(V_{LD})$ 220 kt           L G. Extended $(V_{LD})$ 220 kt           I. G. Extended $(V_{LD})$ 220 kt           Minimum Control Speed - Air $(V_{MCA})$ -           - Haps of or 15°, S.L., temperatures below 22°C         •           • APR not operating         101 kt           • with either modder bias strut inoperative         •           • APR not operating         113 kt           Minimum Control Speed - Ground $(V_{MCC})$ -           • flaps 0° or 15°, S.L., temperatures below 22°C         •           • APR not operating         92 kt           • APR operating         95 kt           C. G. RANGE         Weight         Forward of datum           h (kg)         % MAC         in (em)         96 kt of datum           (Gear and Flaps Retracted)         Ib (kg)         % MAC         in (em)         96 kt of datum           (10 data flaps 0 9 453)         18.60         3.98 (10.11)         3.80         9.74 (24.74)           0 650 9 453)         18.00         4.52 (11.48) <th>RAYTHEON</th> <th colspan="2">March 2001 H</th> <th>EA-850</th> <th colspan="2">EA-8508-01</th>	RAYTHEON	March 2001 H		EA-850	EA-8508-01	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	AIRSPEED LIMITS (IAS)	Flap extended (	V <sub>FE</sub> ):			
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	(Cont.)	- 15°				220 kt
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		- 25°			]	175 kt
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		- 45°				160 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 not operating       104 kt         · with either rudder bias strut inoperative       · APR ot operating         · APR not 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 not operating       95 kt         C. G. RANGE       Weight       Forward of datum         Ib (kg)       % MAC       in (cm)         · APR operating       95 kt         C. G. RANGE       Weight       Forward of datum         Ib (kg)       % MAC       in (cm)         · APR operating       95 kt         C. G. RANGE       Weight       Forward of 1.44* (3.66)         (Gear and Flaps Retracted)       Weight       Forward of 1.09 (2.77)       36.80       12.45 (31.62)         · 22 000 (9 979)       -       -       36.27       11.97 (30.40)         · 28 50 (9 458)       18.60       3.98 (10.11)       33.80       9.74 (24.74)         · 20 650 (9 367)       -       -       31.93       8		L. G. Operation	$(V_{IO})$		,	220 kt
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		L. G. Extended	$(V_{LD})$		,	220 kt
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		Minimum Contr	vol Spood	$\operatorname{Air}(\mathbf{V})$		<b></b> 0 III
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $			or speed -	$\operatorname{All}(\mathbf{v}_{\mathrm{MCA}})$	2200	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		- flaps 0° or 15	7, S.L., temp	peratures below	22°C	1011
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		• APR not ope	erating			101 kt
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		• APR operati	ng			104 kt
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		- with either rud	der bias stru	it inoperative		
		• APR not ope	erating			110 kt
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		APR operation     Minimum Contract	ng ol Speed -	Ground $(V_{MCC})$		113 kt
$ \begin{array}{c c} \text{APR not operating} & 92 kt \\ \text{APR operating} & 95 kt \\ \hline \\ \text{APR operating} & 95 kt \\ \hline \\ \begin{array}{c} \text{C. G. RANGE} \\ (\text{Gear and Flaps Retracted}) & \\ \hline \\ \text{Weight} & \text{Forward of datum} & \text{Aft of datum} \\ \text{Ib } (kg) & & \text{MAC} & \text{in (cm)} & & \text{MAC} & \text{in (cm)} \\ 24 800(11 249) & 25.00 & 1.80^{\circ} (4.57) & 35.00 & 10.82 (27.48) \\ 24 200(10 977) & 24.60 & 1.44^{\circ} (3.66) & - & - \\ 24 200(10 977) & 21.80 & 1.09 & (2.77) & 36.80 & 12.45 (31.62) \\ 22 000 & (9 950) & - & - & 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) & - & - & 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) \\ \text{Straight line variations between weights} \\ \hline \\ \begin{array}{c} \text{Weight} & \text{Forward of datum} & \text{Aft of datum} \\ \text{(with Modification 258332)} \\ \text{(Gear and flaps Retracted)} \\ \hline \\ \begin{array}{c} \text{Weight} & \text{Forward of datum} & \text{Aft of datum} \\ 1900 & 25.13 & 1.92^{\circ} (4.88) & - & - \\ 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) \\ 22 400(10 161) & - & - & 36.80 & 12.45 (31.62) \\ 22 400(10 161) & - & - & 36.27 & 11.97 (30.40) \\ 20 80 (9 233) & - & - & 30.27 & 65.6 (16.66) \\ \hline \end{array} \right$		- flaps 0° or 15°	SI tem	peratures below	22°C	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		• APR not one	, S.L., will rating	peratures below	22 0	07 kt
C. G. RANGE (Gear and Flaps Retracted)       Weight b (kg)       Forward of datum MARC       Aft of datum is (cm)       Aft of datum MARC         24 800(11 249)       25.00 $1.80^{\circ}$ (4.57)       35.00 $10.82$ (27.48)         24 200(10 977)       24.60 $1.44^{\circ}$ (3.66)       -       -         24 200(10 977)       21.80 $1.09$ (2.77)       36.80 $12.45$ (31.62)         20 095 (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)       -       -       30.27 $6.56$ (16.66)         19 000 (8 618)       -       -       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 $5500(11 567)$ $27.40$ $3.97*(10.08)$ $33.53$ $9.50$ $(24.23)$ (Gear and flaps Retracted) $15 kgg$ $6 MAC$ in (cm) $6 MAC$ in (cm)         25 500(11 567) $27.40$ $3.97*(10.08)$ $33.53$ $9.50$ $(24.23)$ (Gear and flaps Retracted)		• APR operati	na			92 Kl 95 kt
C. G. RANGE (Gear and Flaps Retracted)       Weight Ib (kg)       Forward of datum (MAC       Aft of datum (m)         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 $12.45 (31.62)$ 20 000 (9 979)       -       -       36.27 $11.97 (30.40)$ 20 850 (9 503)       -       -       33.67       9.62 (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)       31.50       7.67 (19.48)         * (Aft of Datum)       Straight line variations between weights       5100 (1 567)       27.40       3.97*(10.08)       33.35       9.50 (24.23)         (Gear and flaps Retracted)       Ib (kg)       % MAC       in (cm)       % MAC       in (cm)         (with Modification 258332)       (Gear and flaps Retracted)       Ib (kg)       % MAC       in (cm)       24 200(10 977)       24.60 <td colspan="5">• Al K operating 95 Ki</td> <td><b>75</b> Kt</td>	• Al K operating 95 Ki					<b>75</b> Kt
	C. G. RANGE	Weight	Forwa	rd of datum	Aft of datum	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	(Gear and Flaps Retracted)	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		24 800(11 249)	25.00	1.80* (4.57)	35.00	10.82 (27.48)
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		24 200(10 977)	24.60	1.44* (3.66)	_	_
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		24 200(10 977)	21.80	1.09 (2.77)	36.80	12.45 (31.62)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		22 000 (9 979)	_	_	36.80	12.45 (31.62)
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		20 950 (9 503)	_	_	36.27	11.97 (30.40)
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		20 850 (9 458)	18.60	3.98 (10.11)	33.80	9.74 (24.74)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		20 650 (9 367)	_	_	33.67	9.62 (24.43)
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		20 400 (9 253)	_	_	30.27	6.56 (16.66)
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		19 000 (8 618)	_	_	29.40	5.77 (14.66)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		16 300 (7 394)	18.00	4.52 (11.48)	_	_
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		14 700 (6 668)	_	_	31.93	8.05 (20.45)
$\begin{array}{rcl} & * (Aft of Datum) \\ Straight line variations between weights \\ \hline \\ \textbf{C. G. RANGE} \\ (with Modification 258332) \\ (Gear and flaps Retracted) \\ \hline \\ & & & & & & & & & & & & & & & & &$		13 100 (5 942)	18.00	4.52 (11.48)	31.50	7.67 (19.48)
Straight line variations between weightsC. G. RANGE (with Modification 258332) (Gear and flaps Retracted)Weight $lb (kg)$ Forward of datum $m (cm)$ Aft of datum $m (cm)$ 25 500(11 567) 25 500(11 567)27.40 27.40 $3.97*(10.08)$ $3.97*(10.08)33.533.539.50(24.23)25 000(11 340)25.131.92*(4.88)-24 200(10 977)24.601.44*(3.66)--24 200(10 977)21.801.09(2.77)26.8012.45 (31.62)22 400(10 161)--36.8012.45 (31.62)20 950 (9 503)--36.2711.97 (30.40)20 850 (9 458)18.603.98 (10.11)33.809.74 (24.74)20 600 (9 344)--30 276 56 (16 66)$		* (Aft of Datum	)			
C. G. RANGEWeightForward of datumAft of datum(with Modification 258332)lb (kg)% MACin (cm)% MACin (cm)(Gear and flaps Retracted) $25 500(11 567)$ $27.40$ $3.97*(10.08)$ $33.53$ $9.50$ $(24.23)$ $25 000(11 340)$ $25.13$ $1.92*(4.88)$ $  24 200(10 977)$ $24.60$ $1.44*(3.66)$ $  24 200(10 977)$ $21.80$ $1.09$ $(2.77)$ $36.80$ $12.45$ $20 950 (9 503)$ $  36.27$ $11.97$ $20 850 (9 458)$ $18.60$ $3.98$ $(10.11)$ $33.80$ $9.74$ $20 600 (9 344)$ $  30.27$ $6.56$ $(16.66)$		Straight line var	iations betw	een weights		
(with Modification 258332) (Gear and flaps Retracted) $lb (kg)$ % 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)$ $21.80$ $1.09$ $(2.77)$ $36.80$ $12.45$ $22 400(10 161)$ $  36.27$ $11.97$ $20 950 (9 503)$ $  36.27$ $11.97$ $20 600 (9 344)$ $  33.73$ $9.68$ $20 400 (9 253)$ $  30.27$ $6.56$	C. G. RANGE	Weight	Forwa	rd of datum	Aft	t of datum
$ \begin{array}{c} \text{(Gear and flaps Retracted)} \\ \begin{array}{c} 25\ 500(11\ 567) \\ 25\ 000(11\ 340) \\ 25\ 13 \\ 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) \\ - \\ 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) \\ - \\ 20\ 400\ (9\ 253) \\ - \\ - \\ 30\ 27 \\ 6\ 56\ (16\ 66) \\ \end{array} $	(with Modification 258332)	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	(Gear and flaps Retracted)	25 500(11 567)	27.40	3.97*(10.08)	33.53	9.50 (24.23)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		25 000(11 340)	25.13	1.92* (4.88)	_	_
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		24 200(10 977)	24.60	1.44* (3.66)	_	_
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		24 200(10 977)	21.80	1.09 (2.77)	36.80	12.45 (31.62)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		22 400(10 161)	_	_	36.80	12.45 (31.62)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		20 950 (9 503)	_	_	36.27	11.97 (30.40)
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		20 850 (9 458)	18.60	3.98 (10.11)	33.80	9.74 (24.74)
20400(9253) $3027$ 6 56 (16 66)		20 600 (9 344)	_	-	33.73	9.68 (24.59)
		20 400 (9 253)	_	_	30.27	6.56 (16.66)
19000(8618) - 29.40 5.77 (14.66)		19 000 (8 618)	_	_	29.40	5.77 (14.66)

C. G. RANGE	Weight	Forwa	rd of datum	Af	t of datu	ım		
(with Modification 258332)	lb (kg)	% MAC	in (cm)	) % MAC	in	(cm)		
(Gear and flaps Retracted)	16 300 (7 394)	18.00	4.52 (11	.48) –		_		
(Cont.)	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 var	iations betw	veen weights	5.				
	Item (Extending	):	Moment C	Thange in.lb				
	- Wing flaps	15°		+538				
		25°		+879				
		45°	+	+1593				
	- Main landing g	gear	-	-1980				
	- Nose landing	gear	+	+1380				
	The airplane is r	normally we	righed with v	wing flaps retrac	ted.			
DATUM	The center of gr	avity datun	n - station 3	53.04 in (896.72	2 cm) -	is		
	11 ft (3.35m) f	forward of	the fuselag	e reference poin	nt. The	reference		
	point is defined	by an eye	bolt on the	fuselage skin lo	cated be	eneath the		
	starboard engin	e pod.		e				
	-	-						
STANDARD MEAN CHORD	90.24 in. (220.	21 cm).	The leading	edge of the S	SMC is	20.76 in		
(SMC)	(52.73 cm) forw	vard of the c	latum (for S	SMC definition,	see AFI	M).		
			× ·	,		,		
LEVELING MEANS	Fore and aft al	ionment bo	olts are situ	ated in the fuse	lage se	at rails at		
	stations 309.35	and 371.55	5.					
WEIGHT LIMITATIONS	Max. ramp		25 000 lb	(11 340 kg)				
	Max. brake rele	ease	24 800 lb	(11 249 kg)				
	Max. landing		22 000 lb	(9 979 kg)				
	Max. zero fuel		16 050 lb	(7 280 kg)				
	Min. zero fuel		13 100 lb	(5 942 kg)				
		Wit	h modificati	ion 258332				
	Max. ramp		25 500 lb	(11 340 kg) See	Note 8	5.		
	Max. brake rele	ease	25 500 lb	(11.56 / Kg) See $(0.070  kg)$	e Note 8	).		
	Max. landing		16 300 lb	(7.304  kg)	Notes 1	10 & 14)		
	Max. zero fuel		10 J00 IU	(7 3) + Kg(5) = (7 0 42 1 Kg)	NOICS	10 <b>a</b> 14)		
	iviin. zero fuel		13 100 10	(3 942 Kg)				
MINIMUM CREW	For all flights, 2	pilots						
MAXIMIM DASSENCEDS	15							
WIAAHVIUWI I ASSENGERS	13							

MAXIMUM BAGGAGE	Compartment:	Body	v station	Max. load lb/ft <sup>2</sup> (kg/m <sup>2</sup> )	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, usab for exact capac	le fuel (refer city).	to weight	and balance repo	ort of each airplane	
	Location	Vol US Ga	ume 1 1 (liters)	Max. weight (lb)	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 & line	s 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	t is required	d for circulation i	n the system.	
	Location US	Volume 5 Gal (liters)	Max. wei	ght lb Ari in (cr	m Moment m) in.lb	
	N° 1	1.5 (5.68)	11.3 (5.	13) 93.69 (2	238.0) 1 059	
	N° 2	1.5 (5.68)	11.3 (5.	13) 93.69 (2	238.0) 1 059	
	Total	3.0 (11.4)	22.6 (10	0.3) 93.90 (2	238.5) 2 118	
MAXIMUM OPERATING ALTITUDE	41 000 ft (12 4	197 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 throug	h 257215 (S	ee Note 2	2)		

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 – <u>British Aerospace Model Bae. 125 Series 800 (Transport Aircraft), approved 24 October 1985.</u> (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, NAT Code F-40, ASTM D.1655 Jet B, Mil-T-5624 JP4. and JP5 Grad 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		-F8			
	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 oper	ating speed				
	- L. P. shaft (N1):	100%	100%			
	~ /	(21 000 rpm)	(21 000 rpm)			
	- H. P. Shaft (N2)	100%	100%			
		(29 692 rpm)	(29 692 rpm)			
	Maximum permissible inter stage turbine	temperature (IT	T):			
	- 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 maxim	um at any altitud	le 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	n:				
	- 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 Maximum Opera	e stated, spe ting (V <sub>MO</sub> ):	eds are indicat	ed airspeed	S.		
	<ul> <li>With fuel in the</li> <li>With ventral ta to Bae. Mod.</li> <li>000 ft (3)</li> <li>1 kt per 680 ft</li> </ul>	. L. to 12 nearly to 29 000 ft	280 kt				
	(8 839 m) - With Mod. (3 658 m) dec	25b047A, reasing line	S.L. To 12 arly to 1 kt p	000 ft er 680 ft	335 kt		
	(207 m) to 313	3 kt at 27 30	0 ft (8 321 m)		335 kt		
	Maximum Opera	ting (M <sub>MO</sub> ):	:		0.80 M		
	- With Mod 251	B047A			0.78 M		
	Maneuvering (V <sub>A</sub>	4)					
	- Sea level				196 kt		
	- 10 000 ft (3 0	48 m)			202 kt		
	- 20 000 ft (6 0		207 kt				
	- 30 000 ft (9 1		217 kt				
	- 35 000 ft (10 6		225 kt				
	- 38 000 ft (11 5		231 kt				
	- 40 000 ft (12 1		236 kt				
	- 41 000 ft (12 4	97 m)			238 kt		
	Flap extended (V <sub>FE</sub> ):						
	- 15°				220 kt		
	- 25°				175 kt		
	- 45°		165 kt				
	L. G. Operation	(V <sub>LO</sub> )			220 kt		
	L. G. Extended (	(V <sub>LE</sub> )			220 kt		
	Minimum Contro	ol Speed - A	Air (V <sub>MCA</sub> )				
	- flaps 0° or 15°,	, S.L., temp	eratures below	∕ 23°C	115 kt		
	- with either rude	ler bias strut	inoperative		125 kt		
	Minimum Contro	ol Speed - C	Ground (V <sub>MCG</sub> )	)			
	- flaps 0° or 15°,	, S.L., temp	eratures below	∕ 23°C	112 kt		
C. G. RANGE	Weight	Forward	d of datum	A	ft of datum		
(Gear and Flaps Retracted)	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)		

Sheet	9

C. G. RANGE	Weight	Forwa	rd of datum	Aft of datum		
(Gear and Flaps Retracted)	lb (kg)	% MAC in (cm)		% MAC	in (cm)	
(Cont.)	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	Weight	Forwar	rd of datum	Aft	of datum
(with Modification 259550 &	lb (kg)	% MAC	in (cm)	% MAC	in (cm)
253169A)	28 000(12 701)	25.60	6.61* (16.79)	32.00	12.19 (30.96)
(Gear and Flaps Retracted)	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	Weight Forward of datu			tum Aft of datum			
(with Modification 25B047A)	lb (kg)	% MAC	in (cm)	% MAC	in	(cm)	
(Gear and flaps Retracted)	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	n)					
	Straight line van	riations betwe	een weights.				
	Item (Extending	g):	Moment Change	e in.lb			
	- Wing flaps	15°	+538	3			
		25°	+879	)			
		45°	+1593	3			
	- Main landing	gear	-1980	)			
	- Nose landing	gear	+1380	)			
	The airplane is	normally wei	ighed with wing f	laps retract	ed.		
DATUM	(3.35 m) forward defined by an starboard engined	rd of the fuse eye bolt of e pod.	elage reference p on the fuselage	oint. The r skin loca	reference ted bend	e point is eath the	
STANDARD MEAN CHORD (SMC)	87.16 in. (221.3 cm) forward of	39 cm). The the datum (f	e leading edge of or SMC definitio	the SMC in, see AFN	is 15.70 ⁄I).	in (39.88	
LEVELING MEANS	Fore and aft a stations 309.35	lignment bo and 371.55	lts are situated i	in the fuse	lage sea	at rails at	
WEIGHT I IMITATIONS	Max ramp	2	7 520 lb (12 483	(ka)			
WEIGHT LIMITATIONS	Max brake rele	ease 2	7 400 lb (12 48)	) kg)			
	Max landing	2 2	3 350  lb (10 592)	$\frac{1}{2}$ kg)			
	Max zero fuel	1	7 520 lb (7 947	/ kg)			
	Min. zero fuel	1	4 120 lb (6 405	5 kg)			
		With	n modification 25	59550 & 25	53169A		
	Max. ramp	2	8 100 lb (12 74	5 kg) See N	Jote 11.		
	Max. brake rele	ease 2	8 000 lb (12 70	l kg) See N	Jote 11.		
	Max. landing	2	3 350 lb (10 592	2 kg)			
	Max. zero fuel	1	8 000 lb (8 16	5 kg) See N	Jotes 12	2 <b>&amp;</b> 16.	
	Min. zero fuel	1	4 120 lb.				

WEIGHT LIMITATIONS		With modific	ation 25B047A	
(Cont.)	Max. ramp	26 866 lb	(12 186 kg)	
()	Max. brake rele	ase 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)	
	Will. Zero Idei	1000010	(, , , , , , , , , , , , , , , , , , ,	
MINIMUM CREW	For all flights, 2	pilots		
MAXIMUM PASSENGERS	15			
MAXIMUM BAGGAGE	Compartment:	Body station	Max. load	Capacity – lb (kg)
			$lb/ft^2$ (kg/m <sup>2</sup> )	(See Note 5)
	Forward	180.25 to 223.11	1 100 (488)	310 (140.6)
	Forward cabin			
	- Side floor	245.85 to 303.85	5 50 (244)	
	- Center floor	245.85 to 303.85	5 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	tuel (refer to weight	and balance repo	ort of each airplane
	for exact capacit	ty).		
	Location	Volume	Max. weight lb	Arm
		US Gal (liters)	(kg)	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 CADACITY	Engine tenk oil i	a the oil that is require	d for airculation i	n the cristom
OIL CALACITY	Logation	Sule on that is require	sight lb Arr	n ule system.
	Location	Col (litera)	All All	in Moment
	US Nº 1 1	5(568) = 112(8)	(1) = (1)	(11) $(11.10)(20.72)$ $(1.026)$
	$\begin{array}{ccc} \mathbf{IN} & \mathbf{I} & \mathbf{I} \\ \mathbf{N}^{0} \mathbf{O} & \mathbf{I} \end{array}$	5(5.00) 11.5 (.	5.13) 90.64(2)	30.73) 1020 20.72) 1026
	$\mathbb{N} \mathcal{L} = \mathbb{I}$ .	(3.06) 11.5 (.	5.15) 90.84 (2 10.2) 00.84 (2	30.73) 1020 20.72) 2.052
	10tal 5.	.0 (11,4) 22.0 (1	10.3) 90.84 (2	30.73) 2.052
MAXIMUM OPERATING ALTITUDE	41 000 ft (12 49	97 m).		
CONTROL SURFACE MOVEMENTS	To ensure prope control surfaces flight control sys to the approved AMM). Publicat	r operation of the air must be carefully c stems. The airplane r data contained in t tion reference AMM	plane the movem controlled by prop nust, therefore, be he Maintenance 125-800 Vol. 1-	nent of the various per rigging of the e rigged according Manuals (MM or 3 (Hawker 800)

RAYTHEON	March 2001	EA-8508-01	Sheet 12
S/N'S ELIGIBLE	Bae.125 Series 800 258133, 258135 thro 258160 through 258 258241, 258243, 258 258254 (see Note 22 Hawker 800: 2582 258276	: 258001 through 258128, 25813 ugh 258150, 258152, 258153, 25815 214, 258216 through 258226, 2582 8244, 258246, 258248, 258249, 2582 ). 255 through 258265, 258267, 2582	0, 258132, 55, 258157, 28 through 251 through 269 through
IMPORT ELIGIBILITY	A Brazilian Certificate a FAA Export Certific Certificate on Airwort country), including the "The aircraft covere found to be in confi defined by the Braz safe operation". The CTA Report I revisions, contains the airplanes.	e of Airworthiness may be issued on the icate on Airworthiness (or a third cou- hiness, in case of used aircraft importe following statement: ed by this certificate has been inspected formity with the Brazilian approved typ cilian Type Certificate no. 8508 and in H.10-072-02, dated 18 Sep. 1985 Brazilian requirements for the accepta	e basis of on intry Export d from such l, tested and pe design as condition of or further ince of these
CERTIFICATION BASIS	The airplane certificat Models and condition 18 Sep. 1985 or furthe	ion basis is presented in the Data Per as stated in the CTA Report H.10-07 er revisions.	tinent to All '2-02, dated
REQUIRED EQUIPMENT	The basic required airworthiness regulatic airplane. The lists of all equipn CTA are contained in	equipment, as prescribed in the ons (see Certification Basis) must be ins nent as well as optional equipment app the Data Pertinent to All Models section	applicable talled in the roved by the on.

# III - <u>Model HAWKER 800XP (Transport Category Airplane)</u>, 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 322/ Jet B, GOST 10227-86 T-2

EA-8508-01

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 oper	ating speed	
	- L. P. shaft (N1):	100%	100%
		(21 000 rpm)	(21 000 rpm)
	- H. P. Shaft (N2)	100%	100.8%
		(30 300 rpm)	(30 540 rpm)
	Maximum permissible inter stage turbing	e temperature (I	TT):
	- 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 maxin of not more than two minutes.	num at any altiti	ude for a duration
	Minimum permissible oil temperature:		
	- Engine starting	-40°C	-40°C
	- Before take-off	+30°C	+30°C
	Maximum permissible air bleed extraction	on:	
	- 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 In Type 2.	nc. Specification	n EMS 53110,
AIRSPEED LIMITS (IAS)	Unless otherwise stated, speeds are indemneted Maximum Operating $(V_{MO})$ :	icated airspeeds.	
	- With fuel in the dorsal and/or ventral t	ank 2	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)	3	35 kt
	- With Mod. 25b047A, S.L. to 12 000	ft (3 658 m)	
	decreasing linearly to 1 kt per 680 f	t (207 m) to	
	313 kt at 27 300 ft (8 321 m)	3	35 kt

AIRSPEED LIMITS (IAS)	Maximum Operating	• (M )·		0.9	RO M
(Cont.)	Mach trimmer uncerviseshle/inconstitue			0.30 M	
(cont.)	- Mach unimer unserviceable/moperative Maneuvering (V.)				75 IVI
	- Sea level			19	6 kt
	- 10 000 ft (3 048	m)		20	2 kt
	- 20 000 ft (6 096	m)		20	7 kt
	- 30 000 ft (9 144	m)		21	7 kt
	- 35 000 ft (10 668	m)		22	5 kt
	- 38 000 ft (11 582	m)		23	1 kt
	- 40 000 ft (12 192	m)		23	6 kt
	- 41 000 ft (12 497	m)		23	8 kt
	Flap extended (V <sub>FE</sub> )	):			
	- 15°			22	0 kt
	- 25°			17	5 kt
	- 45°			16	5 kt
	L. G. Operation (V <sub>1</sub>	.0)		22	0 kt
	L. G. Extended (V <sub>L</sub> )	<sub>E</sub> )		22	0 kt
	Minimum Control Speed - Air $(V_{MCA})$				
	- flaps 0°, S.L., tem	11	4 kt		
	- flaps 15°, S.L., temperatures below 23°C 108 kt				
	Minimum Control Speed - Ground (V <sub>MCG</sub> )				
	- flaps 0° or 15°, S.L., temperatures below 23°C 115.5 kt				
	Minimum Control Speed - Landing (V <sub>MCL</sub> )				
	- flaps 25°, S.L., temperatures below 23°C 106 kt				6 kt
	- flaps 45°, S.L., temperatures below 23°C 105 kt				
C. G. RANGE	Weight Forward of datum Aft of da		of datum		
(Gear and Flaps Retracted)	lb(kg)	% 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)	-	-
	$22\ 000^{\text{max}}\ (10\ 251)$	_	_	33.00	13.06 (33.17)
	$22 400^{100} (10 101)$	-	-	28.40	9.05 (22.99)
	22 000 (9 979) 21 100 (0 707)	15.00	2.03 (0.08)	-	- 7.02 (19.24)
	21 400 (9 707)	_	_	20.30 26.60	7.42 (10.00)
	18.450** (9.369)	 15 70	2.02 (5.13)	20.00 24 70	5.83 (14.80)

15.70 2.02 (5.13)

24.70 5.83 (14.80)

C. G. RANGE	Weight	Forwa	rd of datum	Aft	of datum
(Gear and Flaps Retracted)	lb(kg)	% MAC	in (cm)	% MAC	in (cm)
(Cont.)	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)	-	-
	* (Dimension Aft	19.00 of Datum)	0.86* (2.18)	28.70	9.31 (23.65)
	** (Boundary Are	of Datum) a for Zero F	Fuel Weight)		
	*** (Boundary Area	a obtainable	with Full Ventr	al Tank fu	el)
	Item (Extending):	Mo	oment Change i	n.lb	
	- Wing flaps 15°		+538		
	25°		+879		
	45°		+1593		
	- Main landing gear		-1980		
	- Nose landing gear	11	+1380		1
	The airplane is norm	ally weight	a with wing fla	ps retracted	1.
DATUM	The center of gravi	ity datum [	station 353.04	in (896.72	2 cm)] is 11 ft
	(3.35 m) forward of	the fuselag	e reference poin	nt. The rea	ference point is
	defined by an eye be	olt on the fu	selage skin loca	ated benea	th the starboard
	engine pod.				
STANDARD MEAN CHORD	87.16 in. (221.39 c	cm). The	e leading edge	of the SN	AC is 15.70 in
(SMC)	(39.88 cm) forward	of the datu	m(for SMC defi	nition, see	AFM).
I EVELINIC MEANS				4 f 1.	
LEVELING MEANS	stations 309 35 and	ant bolts a	are situated in	the fuseia	ge seat rails at
	stations 507.55 and	571.55.			
WEIGHT LIMITATIONS	Max. ramp	28	120 lb (12 755	kg)	
	Max. brake release	28	000 lb (12 701 350 lb (10 592	kg)	
	Max. landing	18	450 lb (8 369	kg)	
	Min zero fuel	14	120 lb (6 405	kg)	
		11			
MINIMUM CREW	For all flights, 2 pilo	ts			
MAXIMUM PASSENGERS	15				
MAXIMIM DACCACE	Comportmont	Doducto	tion Mor	load C	oposity 11 (1.2)
MAAINUW DAGGAGE	Compartment.	DOUY Sta	11011 IVIAX	10a0 C	(See Note 5)
	Forward	180.25 to 2	10/11 (	(488)	(360  Noie  3)
	Forward cabin	100.25 to 2	100	(400)	232 (102)
	- Side floor	245.85 to 3	303.85 50 (	(244)	
	- Center floor	245.85 to 3	303.85 60 (	(293)	
	Aft cabin				
	- Side floor	303.85 to 3	395.30 50 (	(244)	
	- Center floor	303.85 to 3	395.30 60 (	(293)	
	Aft	397.80 to 4	122.30 100	(488)	210 (95.3)

FUEL CAPACITY	Nominal (refer to weight and balance report of each airplane for exact			airplane for exact
	capacity).			
	Usable fuel			
	Location	Volume	Max. weight lb	Arm
	T 1 1	US Gal (liters) $(24, (2, 400))$	(kg)	in (cm)
	Tank I	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)
		1 501 (5 682)	9 998 (4 535)	22.49 (57.12)
	* See Note 23.			
	Usable fuel (press	sure 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 requir	ed for circulation	in the system
	Location V	olume Max. w	eight lb Ar	m Moment
	US (	Gal (liters) (k	g) In (c	em) in.lb
	Nº 1 1.6	5 (6.25) 12.4 (	5.13) 90.84 (2	230.7) 1 126
	Nº 2 1.6	5 (6.25) 12.4 (	5.13) 90.84 (2	230.7) 1 126
	Total 3.30	) (12.50) 24.8 (	10.3) 90.84 (2	230.7) 2 252
MAXIMUM OPERATING ALTITUDE	41 000 ft (12 497	7 m).		
CONTROL SURFACE MOVEMENTS	To ensure proper control surfaces a flight control syst to the approved AMM). Public (Hawker 800XP)	operation of the ai must be carefully tems. The airplane data contained in cation reference A	rplane the moven controlled by pro must, therefore, b the Maintenance AMM Hawker	nent of the various per rigging of the e rigged according Manuals (MM or 800XP Vol. 1-3
S/N'S ELIGIBLE	258266, 258277 through 258324,	through 258287, 258326 through	258289 through 258332, 258334	n 258304, 258307 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.)	<ul> <li>RBHA/FAR 25.2;</li> <li>RBHA/FAR 25.305 (for wing only);</li> <li>RBHA/FAR 25.571 (for wing engine mounts only);</li> <li>RBHA/FAR 25.903 (d)(1);</li> <li>RBHA/FAR 25.979 (a) trough (c);</li> <li>RBHA/FAR 25.1419;</li> <li>RBHA/FAR 25.1529;</li> <li>RBHA/FAR Amdt. 56 requirements special conditions for Brazilian certification validation:RBHA/FAR 25.901 (c) and RBHA/FAR 25.1309;</li> <li>FAR Part 36 as amended by Amdt. 36-1 through 36-12;</li> <li>Special Federal Aviation Regulation (SFAR) 27 as amended by Amdt. 27-1 through 27-4; and</li> <li>CTA accepted FAA Equivalent Safety which is established with: <ul> <li>RBHA/FAR 25.773(b)(2): pilots window;</li> <li>RBHA/FAR 25.613(a): design values; and</li> <li>RBHA/FAR 25.615(a): design properties.</li> </ul> </li> </ul>
	<ul> <li>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:</li> <li>For the engine electronic controls and mach trim system:</li> <li>RBHA/FAR 25.1316 as amended thru Amdt. 25-40;</li> <li>FAA Special Condition 25-ANM-98 HIRF.</li> <li>For the thrust reverser installation:</li> <li>RBHA/FAR 25.933 as amended thru Amdt. 25-40;</li> <li>RBHA/FAR 25.934 as amended thru Amdt. 25-23;</li> <li>RBHA/FAR 25.1309 as amended thru Amdt. 25-23;</li> <li>RBHA/FAR Part 34 basic issue; and</li> <li>RBHA/FAR Part 36 as amended by Amdt. 36-1 thru 36-20.</li> </ul>
	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 Se	ries 800A/Hawker 800/Ha	awker 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 eng	gine oil less than the Quantit	ty 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:** <u>Airplane Flight Manual</u>. The airplane must be operated according to the appropriate FAA approved Brazilian Airplane Flight Manual.
- **NOTE 3:** <u>Continuing Airworthiness</u>. 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:	<ul><li>The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:</li><li>The differences of the Brazilian airplanes in relation to the basic FAA type design are summarized below:</li></ul>
	<ul> <li>For HS.125 Series 700: The Brazilian Airplane Flight Manual; and Passenger, cargo loading and servicing markings and placards in the Portuguese language;</li> </ul>
	<ul> <li>BAe.125 Series 800</li> <li>The Brazilian Airplane Flight Manual;</li> <li>Passenger, cargo loading and servicing markings and placards in the Portuguese language;</li> <li>FAA approved emergency exit lighting system;</li> <li>Self enclosed ashtrays (modification presented in the Drawing Office Instruction DOI 83684.</li> </ul>
	<ul> <li>Hawker 800XP</li> <li>The Brazilian Airplane Flight Manual;</li> <li>Passenger, cargo loading and servicing markings and placards in the Portuguese language;</li> <li>Two ADF are required, one operational under electrical emergency;</li> <li>All altimeters barometric setting scale in hPa or mb;</li> <li>FAA approved emergency exit lighting system;</li> <li>10% excess of oxygen dropout units;</li> <li>Lap belts and diagonal harness on sideways facing seats;</li> <li>Quick donning oxygen masks with smoke goggles for flight crew;</li> <li>Exterior break in markings and non-slip coating on wing for overwing exit; and</li> <li>Self enclosed ashtrays (modification presented in the Drawing Office Instruction DOI 83684.</li> </ul>
NOTE 5	Maximum Cabin Loads Forward of front spar frame datum1 550 lb (703.1 kg)- Aft of front spar frame datum1 680 lb (762.0 kg)- Total3 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.

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