

TRANSPORT CANADA

MMEL SUPPLEMENT

REVISION 02

TO

MASTER MINIMUM EQUIPMENT LIST

HAWKER SIDDELEY HS-125

(SERIES 1 THROUGH 800XP)

W. R. Jupp
Chief
Aircraft Certification Flight Test
for Minister of Transport

May 22, 2003

Revision: No. 02

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Reasons for Changes

- | | |
|---------|---|
| 23-10-1 | Communications Systems (VHF, UHF, HF) – revised item with relief per proposed GB item 23.3. |
| 23-40-1 | Service Interphone System (Flight Deck to Cabin/Cabin to Flight Deck/Flight Deck to Ground) – deleted in Rev. 02. FAA MMEL is now applicable. |

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the HAWKER SIDDELEY 125 (SERIES 1A/RA, 3A/RA, 400/400F, 600/600F, 700, 800/800A/800XP).

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 5, 05/30/2002 or later applicable revision).

The information contained herein supersedes the existing FAA MMEL only for those items listed herein. For items not contained in this Supplement, consult the FAA approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the FAA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable FARs. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as the FAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
Aircraft Certification
330 Sparks St.
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N8



Documents
Document Sharing Hub

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System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
21	AIR CONDITIONING				
30-6	Cabin Pressure Instruments (Triple Indicator or Separate Indicators)				
	1) Cabin Altimeter Indicator	C	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL
	2). Cabin Differential Pressure Indicator	C	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL
	3) Cabin Rate of Climb Indicator	C	1	0	No change from FAA MMEL
		D	1	0	No change from FAA MMEL

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22	AUTO FLIGHT						
10-1	Autopilot System					Deleted in Rev. 01. Refer to FAA MMEL	
10-3	Autopilot Control Wheel Disengage Switches	C	2	1		One may be inoperative provided: a) Autopilot is not used below initial approach altitude, and b) Pilot flying has the operative disengage switch.	
		B	2	0		Both may be inoperative provided autopilot is not used.	
10-4	Autopilot Disconnect Annunciator Lights	C	-	0		No change from FAA MMEL	
		B	1	0		No change from FAA MMEL	

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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
10-1	Communications Systems (VHF, UHF, HF)	D	-	2	Any in excess of those required by regulation and not powered by an emergency bus and not required for emergency procedures may be inoperative.
		B	2	1	No. 2 VHF may be inoperative provided HF is installed and operative.
10-2	Audio Control Panels		-	-	Must be operative for each person on flight deck duty including any person occupying the observer seat in an official capacity.
	1) Observer Seat Panel	B	1	0	
		D	1	0	May be inoperative provided the seat is not required to be available in an official capacity for extended periods of time.
20-1	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided routine procedures do not require its use.
20-2	ACARS System *** (including Printer)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided routine procedures do not require its use.

