

Civil Aviation Authority

**SUPPLEMENT TO
FAA APPROVED
MASTER MINIMUM EQUIPMENT LIST
FOR
BAe (HS) 125
ALL B SERIES UP TO AND INCLUDING 800B
PLUS 750, 800XP, 850XP AND 900XP**

REVISION 3c

3 December 2012

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Civil Aviation Authority

**MASTER MINIMUM EQUIPMENT LIST
SUPPLEMENT**

Revision 3c
3 December 2012

BAe (HS) 125

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type.



H A Fowler

For and on behalf of the
Civil Aviation Authority

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	27 September 2002		
Revision 1	12 March 2003		
Revision 2	24 March 2005		
Revision 2a	26 May 2006		
Revision 3	20 January 2009		
Revision 3a	12 May 2009		
Revision 3b	5 August 2009		
Revision 3c	3 December 2012		

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INTRODUCTION

Guidance in the use of this Supplement

1. This supplement identifies only the differences from the FAA MMEL for the BAe (HS) 125, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviations given in this supplement supersede those given in the FAA MMEL.
2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.
3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.
4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item as “As required by FAR” it shall be interpreted as meaning “As required by Air Navigation Legislation / Operating Requirements”.
5. This supplement is based upon **Revision 8c (dated 17 October 2012)** of the FAA approved Hawker HS-125 MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.
6. This supplement identifies those items which are required to be modified from that defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry, but where the FAA MMEL refers to “A” models, the FAA entry can be read across to the equivalent “B” models.

NOTE 1: Some items are complete replacement entries whilst others modify only parts/sections of entries – in this latter case only the amended part/section is stated in this supplement.

NOTE 2: The text presented in bold format within this document indicates:

- (a) Highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry, or
- (b) Additional or altered text introduced since the CAA BAe (HS) 125 MMEL Supplement, **Revision 3b, dated 5 August 2009.**

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PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is dispatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which, when inoperative, obviously do not affect airworthiness. It is important to note, therefore, that **ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DISPATCHED**. This also applies to items required by Air Navigation Legislation. Additional Certification Requirements (as appropriate), which are not listed, must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) / Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operator's MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

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PREAMBLE (Cont.)

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. All items in the MMEL are subject to a limitation of either flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL.

Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specified quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and, where necessary, advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, when required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

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NOTES AND DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

“(If Installed)”: Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

3. "Rectification Intervals" (Column 2): Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the three-day interval would begin at midnight on the 26th and end at midnight on the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the ten-day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

NOTE: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.

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NOTES AND DEFINITIONS (Cont.)

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.
6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.
9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

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NOTES AND DEFINITIONS (Cont.)

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (EU-OPS) in force during the flight.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K and L (published in the JAA Administrative and Guidance Material, section four, Operations, part three).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.

15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.

16. "Flight": For the purpose of a MEL, a flight begins the moment an aeroplane starts to move by its own means, for the purpose of preparing for take-off, and ends the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

17. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.

18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

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NOTES AND DEFINITIONS (Cont.)

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.
20. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations where there is a lack of replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.
- NOTE: The intention of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.
21. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.
- NOTE: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.
22. "Combustible (Material)": is defined as material which is capable of burning.
- When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc.) in the associated compartments is of a non-combustible nature.
- If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.
23. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.
24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.
- NOTE: The definition above is in accordance with that given in **Article 256(1)(a)** of the ANO. The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

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NOTES AND DEFINITIONS (Cont.)

25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.
26. Aircraft model designations and equipment configurations applicable to this Master Minimum Equipment List (MMEL) are all B models up to and including 800B, 750, 800XP, 850XP and 900XP.
- Each listed item of equipment in this MMEL is applicable to all of the above models unless the models are specified. Where there is no supplement and the FAA approved entry refers to “A” models, then take the FAA entry as being applicable to the equivalent “B” models as well.
27. Base documents used in the preparation of this MMEL are:
- (a) FAA MMEL for the Hawker HS-125, **Revision 8c, dated 17 October 2012.**
 - (b) CAA Policy as at **3 December 2012.**
 - (c) CAA MMEL Supplement for the HS-125 at **Revision 3b, dated 5 August 2009.**

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HIGHLIGHTS OF REVISION 3

- General** These highlights reflect changes introduced as a consequence of reviewing the FAA approved MMEL Revisions 7 (dated 7 September 2007), 8 (dated 18 February 2008) and 8a (dated 1 August 2008). The amendment has also considered investigations of existing alleviations, changes in policy and correcting any clerical discrepancies.
- Introduction** Item 2 deleted (obsolete information, subsequent items re-numbered).
Item 4 added.
Item 5 amended to indicate that Revision 8a of the FAA approved MMEL is now the base document.
- Definitions** Item 12 – Revised to reflect the introduction of EU-OPS.
Item 24 – Air Navigation Order reference updated.
Item 26 – Added 750 and 900XP models.
Item 27 – Added 750 and 900XP models.

ATA 21 AIR CONDITIONING

- | | | |
|---------|--|--|
| 21-10-4 | Footwarmer and Windscreen De-mister Valve. | Amended in line with FAA changes. |
| 21-10-5 | Cockpit Ventilation Fans | Amended in line with FAA changes. |
| 21-20-2 | Flight Deck Heat Valve /Aux Heating Valve | Provisos shown in bold type (as a difference from FAA MMEL). |
| 21-30-3 | Automatic Cabin Pressure Controller | Amended in line with FAA changes. |
| 21-30-5 | Outflow Safety Valve | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
| 21-50-1 | Auxiliary Cooling Pack | The FAA MMEL at Revision 8a is acceptable. |

ATA 22 AUTOFLIGHT

- | | | |
|---------|---|--|
| 22-10-1 | Autopilot System | 1 st relief – removed unnecessary words and separated provisos into (a) and (b). Added number required for dispatch. Added second relief. |
| 22-10-2 | Autopilot Control Yoke Disengage Switches | Amended in line with FAA changes. |
| 22-20-1 | Yaw Damper System | The FAA MMEL at Revision 8a is acceptable. |
| 22-20-3 | Elevator Out-of-Trim Annunciator | Added applicability for Hawker 800 and 800XP. |
| 22-20-7 | Guidance Controller | Amended in line with FAA changes and added Note 2. |

ATA 23 COMMUNICATIONS

- | | | |
|---------|-----------------------|--|
| 23-10-1 | Communications System | Removed HF (moved to 23 10-4) in line with FAA MMEL change. Changed Rectification Interval to ‘-’ and removed unnecessary words from Remarks (column 5). |
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HIGHLIGHTS OF REVISION 3 (Cont.)

ATA 23 COMMUNICATIONS (Cont.)

23-10-4	HF Communication System	New supplement Item. (Moved from 23-10-1).
23-20-1	Selcal	The FAA MMEL at Revision 8a is acceptable.
23-30-3	Pre-Recorded Passenger Announcement System	The FAA MMEL at Revision 8a is acceptable.
23-30-5	Emergency Locator Transmitter	Amended in line with JAA policy.
23-50-5	Flight Deck Pilot-to-Pilot "Hot Mic" Interphone System	Item deleted (FAA MMEL entry at Rev. 6 accepted).

ATA 24 ELECTRICAL POWER

24-20-5	AC Voltmeter	Amended in line with FAA changes.
24-21-1	Alternators	Item re-named. Amended in line with FAA changes and clarified applicability for sub-item 3.
24-30-1	DC Voltmeter	Item deleted (FAA MMEL entry at Rev. 6 accepted).
24-30-10	Battery Power Packs	Item deleted.
24-60-2	FIS Power Recovery System	The FAA MMEL at Revision 8a is acceptable.
Items re-numbered as follows:		24-20-5 was 24-20-6; 24-21-1 was 24-20-08; 24-21-3 was 24-21-1; 24-30-20 was 24-30-11; 24-32-1 was 24-30-6; 24-32-2 was 24-30-12; 24-34-2 was 24-30-3; 24-37-3 was 24-30-8; 24-37-4 was 24-30-9; 24-37-5 was 24-30-4, 24-60-1 was 24-30-7; 24-60-2 was 24-30-15.

ATA 25 EQUIPMENT AND FURNISHINGS

25-10-6	Crew Torches	Item re-named.
26-60-6	Survival Equipment	Item re-named.
Items re-numbered as follows:		25-00-1 was 25-60-3; 25-10-4 was 25-60-4; 25-60-1 was 25-60-2; 25-60-2 was 25-60-1; 25-60-3 was 25-60-5.

ATA 26 FIRE PROTECTION

26-20-4	Portable Fire Extinguishers	Reference to Airworthiness Notice No. 60 removed.
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ATA 27 FLIGHT CONTROLS

27-30-1	Electrical Elevator Trim System	Amended in line with FAA changes.
27-30-2	Stall Warning/Identification Systems	Amended in line with FAA changes.

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HIGHLIGHTS OF REVISION 3 (Cont.)

ATA 27 FLIGHT CONTROLS (Cont.)

- | | | |
|---------|-------------------------------|--|
| 27-50-3 | Flap position Switches | New supplement item. |
| 27-60-1 | Air Brake Position Indicator | Amended in line with FAA changes. |
| 27-60-3 | Rudder Gust Lock Flapper Door | The FAA MMEL at Revision 8a is acceptable. |

ATA 28 FUEL SYSTEM

- | | | |
|---------|--------------------|---|
| 28-20-1 | Fuel Booster Pumps | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
|---------|--------------------|---|

ATA 30 ICE AND RAIN PROTECTION

- | | | |
|---------|----------------------------------|--|
| 30-10-3 | TKS Quantity Indication System | Amended in line with FAA changes. |
| 30-20-2 | Engine Inlet Anti-Ice Indicators | Minor change to wording in 1 st proviso, as per FAA MMEL. |
| 30-30-1 | Pitot Probe / Pitot Mast Heaters | Amended in line with FAA changes. |
| 30-30-4 | Pitot Heat Fail Lights | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
| 30-40-1 | Windscreen Heating System | Sub-item 2), 750 and 900XP added to applicability. |

ATA 31 INDICATING / RECORDING SYSTEMS

- | | | |
|---------|--------|--------------------------|
| 31-20-1 | Clocks | Removed unnecessary (O). |
|---------|--------|--------------------------|

ATA 33 LIGHTS

- | | | |
|---------|-------------------------------------|--|
| 33-20-2 | Passenger Notice System | Amended in line with JAA policy. |
| 33-40-1 | Anti-Collision Beacons | Amended to "As required by Operating Requirements". |
| 33-40-5 | Wing Ice Lights | New supplement item, to agree with current JAA policy. |
| 33-50-2 | Floor Proximity Escape Path Marking | "If Installed" added to title. |

ATA 34 NAVIGATION

- | | | |
|---------|--------------------------|---|
| 34-10-2 | Altitude Alerting System | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
| 34-40-1 | Radio Altimeter | The FAA MMEL at Revision 8a is acceptable. |
| 34-40-2 | Weather Radar System | Amended to "As required by Operating Requirements". |
| 34-42-1 | TACAN | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
| 34-60-1 | ACAS II | Minor wording changes. Number installed entered where appropriate.
Removed "If Installed". |

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HIGHLIGHTS OF REVISION 3 (Cont.)

ATA 34 NAVIGATION (Cont.)

- | | | |
|---------|----------------------------|-----------------------------------|
| 34-60-2 | Windshear Detection System | Item deleted. |
| 34-70-4 | Electronic Flight Displays | Amended in line with FAA changes. |

ATA 46 INFORMATION SYSTEMS

- | | | |
|---------|-----------------------|----------------------|
| 46-10-1 | Electronic Flight Bag | New supplement item. |
|---------|-----------------------|----------------------|

ATA 49 AIRBORNE AUXILIARY POWER

- | | | |
|---------|------------------------------|---|
| 49-10-1 | APU Air / Load Control Valve | Item deleted (FAA MMEL entry at Rev. 6 accepted). |
|---------|------------------------------|---|

ATA 56 WINDOWS

- | | | |
|---------|-------------------------|---|
| 56-10-1 | Windscreens (Panel 'A') | Revised to cover Series 1 through 700 only. (Glass windscreens). |
| 56-10-2 | Windscreens 'A' or 'B' | The FAA MMEL at Revision 8a is acceptable. (Acrylic windscreens). |

ATA 77 ENGINE INDICATING

- | | | |
|---------|--------------------------|---|
| 77-32-3 | Climb Power Annunciators | Revised applicability and added "If Installed". |
|---------|--------------------------|---|

ATA 78 EXHAUST

- | | | |
|---------|-------------------------|--|
| 78-30-1 | Thrust Reversing System | Models 750 and 900XP added to applicability. |
|---------|-------------------------|--|

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HIGHLIGHTS OF REVISION 3a

General These highlights reflect the changes made to cover the Flat Panel Display System introduced under Hawker Beechcraft Ltd change SC0300A (STC CAA.21NE2.00315).

ATA 23 COMMUNICATIONS

- | | | |
|---------|-------------------------------------|--------------------------|
| 23-05-2 | Radio Tuning Unit
(SC0300F only) | New Item. |
| 23-05-3 | Clearance Delivery Head | Item moved from 23-05-2. |

ATA 34 NAVIGATION

- | | | |
|---------|----------------------------|--|
| 34-70-4 | Electronic Flight Displays | Sub-item 1, title amended (to exclude EFI-890R).
Sub-item 3 added (for EFI-890R). |
|---------|----------------------------|--|

ATA 77 ENGINE INDICATING

- | | | |
|------------|----------------|--------------------------------------|
| 77-10-2 1) | N1 Indicators | Remarks amended to exclude EFI-890R. |
| 77-10-2 2) | ITT Indicators | Remarks amended to exclude EFI-890R. |

HIGHLIGHTS OF REVISION 3b

General The CAA MMEL Supplement has been updated principally to reflect Revision 8b, dated 21 May 2009, of the FAA MMEL.

Introduction Item 5 amended to indicate that Revision 8b of the FAA approved MMEL is now the base document.

Definitions Item 3 - 'Note' re rectification interval extension revised in line with CAA policy.

Item 27 - Base documents updated.

No technical changes.

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HIGHLIGHTS OF REVISION 3c

General The CAA MMEL Supplement has been updated principally to reflect Revision 8c, dated 17 October 2012, of the FAA MMEL.

Introduction Item 5 amended to indicate that Revision 8c of the FAA approved MMEL is now the base document.

Definitions Item 26 – Air Navigation Order reference updated.

Item 27 - Base documents updated.

ATA 21 AIR CONDITIONING

21-20-2 Flight Deck Heat Valve / Auxiliary Heating Valve References to “Dump Valve” revised to “Dump / Vent Valve” (for DCPS).

21-30-3 Automatic Cabin Pressure Controller Amended in line with FAA changes.

ATA 23 COMMUNICATIONS

23-30-5 Emergency Locator Transmitter (ELT) Corrected sub-item names.

ATA 25 EQUIPMENT AND FURNISHINGS

25-60-3 Cockpit Smoke Vision System (CSVV) (STC SA00892LA) Amended in line with FAA changes.

ATA 27 FLIGHT CONTROLS

27-60-3 Rudder Gust Lock Flapper Door Item deleted.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3c DATE: 3 December 2012		PAGE: S21-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
21	AIR CONDITIONING				
-10-4	Footwarmer and Windscreen De-mister Valve	D	1	0	May be inoperative provided windscreen heating system is operative.
-10-5	Cockpit Ventilation Fans (excluding aircraft fitted with Collins Proline 21 avionics) (If Installed)	D	-	0	
-10-17	Observers Air De-mist System (Aircraft fitted with Mod. 25B007C only)	C	2	0	Both may be inoperative.
-20-2	Flight Deck Heat Valve / Auxiliary Heating Valve	C	1	0	(O) May be inoperative closed provided: (a) Ram Air and Dump/Vent Valves are confirmed to operate normally before the first flight of the day, (b) Before each departure, DUMP VLV / VENT VALVE is selected OPEN, (c) Flight is conducted in an unpressurised configuration, and (d) Altitude limitations in accordance with operating rules are observed. No further alleviation is allowed.
-30-3	Automatic Cabin Pressure Controller / DCPS AUTO Mode	B	1	0	(O) May be inoperative provided: (a) Manual pressure control system is operative, and (b) Cabin Altitude, Differential Pressure and Rate of Climb indicators are operative.
		C	1	0	(O) May be inoperative provided: (a) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day, (b) DUMP VLV / VENT VALVE is selected OPEN, (c) Flight is conducted in an unpressurised configuration, (d) Aircraft is operated at or below 15,000 feet MSL, and (e) Applicable oxygen requirements are established and complied with.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009	PAGE: S21-2
(1) System & Sequence Numbers Item		(2) Rectification Interval.	
		(3) Number installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	
21	AIR CONDITIONING (Cont.)		
-50-1	Auxiliary Cooling Pack		The FAA MMEL at Revision 8a is acceptable.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S22-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
22	AUTO FLIGHT				
-10-1	Autopilot System	C	-	1	<p>(M)(O) May be inoperative provided:</p> <p>(a) Operations do not require dual autopilot use, and</p> <p>(b) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.</p>
		B	-	0	<p>May be inoperative provided:</p> <p>(a) Operations do not require autopilot use, and</p> <p>(b) No electrical or mechanical fault exists that will have an adverse effect on any flight control function.</p>
	(1) Computers Aircraft fitted with Honeywell SPZ8000 only)	C	2	1	<p>One may be inoperative provided that a Category 2 ILS approach is not carried out.</p> <p>Note: One autopilot must be fully operative for RVSM operations.</p>
-10-2	Autopilot Control Yoke Disengage Switches	C	2	1	<p>(O) One may be inoperative provided:</p> <p>(a) Autopilot is not used below 1,500 feet AGL, and</p> <p>(b) Approach minimums do not require the use of the autopilot.</p>
		C	2	0	<p>May be inoperative provided:</p> <p>(a) Autopilot is not used, and</p> <p>(b) Enroute operations and/or approach minimums do not require autopilot use.</p> <p>Note: One control wheel autopilot disengage switch must be operative for RVSM operations.</p>
-10-6	Go Around (GA) Switches	B	2	1	<p>One may be inoperative provided approach minimums do not require its use.</p> <p>No further alleviation is allowed.</p>
-20-1	Yaw Damper System				<p>The FAA MMEL at Revision 8a is acceptable.</p>

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S22-2
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
22	AUTOFLIGHT (Cont.)			
-20-3	Elevator Out-of-Trim Annunciator (Series 700B, 800B and Hawker 800 and 800XP)	C	2	1 One may be inoperative.
		C	2	0 May be inoperative provided: (a) Autopilot is not used, and (b) Enroute operations and/or approach minimums do not require autopilot use. Note: One elevator out-of-trim annunciator must be operative for RVSM operations.
-20-6	Autopilot Elevator Trim Indicator (1) Series 1B to 600B Only	C	1	0 May be inoperative provided: (a) Autopilot is not used, and (b) Enroute operations and/or approach minimums do not require autopilot use. Note: The autopilot elevator trim indicator must be operative for RVSM operations.
	(2) Series 700B and 800B only	C	1	0 May be inoperative provided both elevator out-of trim annunciators are operating normally.
		C	1	0 May be inoperative provided the autopilot is not used. Note: The elevator autopilot trim indicator must be operative for RVSM operations.
-20-7	Guidance Controller (Honeywell SPZ-8000 and Collins APS-85 and Collins Proline 21 Equipped Aircraft)	C	1	0 (O) May be inoperative provided: (a) Autopilot is considered inoperative, (b) Enroute operations and/or approach minimums do not require autopilot/Guidance Controller use, and (c) For 750, 800XP, 850XP and 900XP aircraft, 0.73 IMN is not exceeded unless Mach Trim is operative. Note 1: Autopilot and yaw damper will not be available. Note 2: RVSM is not authorised.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S22-3
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
22	AUTOFLIGHT (Cont.)			
-20-9	Mode Select Panel	C	-	1 Any in excess of one may be inoperative.
		C	-	0 May be inoperative provided: (a) Autopilot is not used, and (b) Enroute operations and/or approach minimums do not require autopilot use.
-20-10	Rudder Autopilot Trim Indicator (If Installed)	C	1	0 May be inoperative provided autopilot is not used. Note: The rudder autopilot trim indicator must be operative for RVSM operations.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3a DATE: 12 May 2009		PAGE: S23-1
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
23	COMMUNICATIONS			
-05-2	Radio Tuning Unit (SC0300F only)	C	1	0 May be inoperative provided all other Radio Tuning Units are operating normally.
-05-3	Clearance Delivery Head (Aircraft fitted with Honeywell SPZ8000 only)	-	1	1 Must be operative.
-10-1	Communications System (VHF, UHF)	-	-	- As required by Operating Requirements.
-10-2	Audio Selector Panels	D	-	- One is required for each crewmember on flight deck duty. Any in excess of those required may be inoperative.
-10-4	High Frequency (HF) Communication System (If Installed)	-	-	- As required by Operating Requirements.
-20-1	Selective Call System (Selcal) (If Installed)			The FAA MMEL at Revision 8a is acceptable.
-20-4	Radio Control System Electronic Display Units (EDU) (Aircraft fitted with Mod. 25B047A only)	C	2	1 One may be inoperative provided the standby controllers and the EDU on the flight deck are operating normally.
-30-1	Passenger Address System			
	1) Passenger Configuration	D	1	0 (O) May be inoperative provided: (a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and (b) Flight Deck/Cabin Interphone system operates normally.
	2) Cargo Configuration	D	1	0
-30-2	Cabin Chime System	D	1	0 (O) May be inoperative provided: (a) Passenger Address system is operative, and (b) Procedures to inform passengers of any requirement for the need for "No Smoking" and/or to "Fasten Seat Belts" are established and used.
-30-3	Pre-Recorded Passenger Announcement System (If Installed)			The FAA MMEL at Revision 8a is acceptable.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3c DATE: 3 December 2012		PAGE: S23-2
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
23	COMMUNICATIONS (Cont.)			
-30-4	Flight Deck Speakers			
	(1) Communications	C	2	0 May be inoperative for communications purposes provided each crew member on flight deck duty has a serviceable headset.
	(2) Aural Warning Alerts	C	2	0 May be inoperative provided all appropriate aural alert functions are operating normally and the associated audible warnings are available to crew, by means other than loudspeakers.
-30-5	Emergency Locator Transmitter (ELT) (If Installed)			
	(1) Survival Type ELT(S)	D	-	- (M) Any in excess of the minimum required may be inoperative or missing provided the equipment is placarded inoperative, removed from the installed location and placed out of sight so that it cannot be mistaken for a functional unit.
	(2) Fixed ELT	A	-	- May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
		D	-	- Any in excess of those required by Operating Requirements may be inoperative.
-40-1	Crewmember Interphone System	-	-	- As required by Operating Requirements.
-50-1	Headsets	-	-	- One Headset (including boom microphone) must be operative for each crew member on flight deck duty. Any in excess of those required may be inoperative.
-50-2	Hand Held Microphones	D	-	0 Any or all may be inoperative.
-50-3	Boom Microphones			Refer to 23-50-1.
-60-2	Surface Bond Straps	-	-	- All must be operative.
-70-1	Cockpit Voice Recorder	-	-	- As required by Operating Requirements.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S24-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
24	ELECTRICAL POWER				
-20-5	AC Voltmeter (If Installed)	C	1	0	May be inoperative provided electrical busbar fail lights are operative.
-21-1	Alternator(s)				
	1) Aircraft fitted with One AC Generator	C	1	0	(O) May be inoperative provided: (a) Flight Manual airspeed limitations are observed, (b) Windshield fluid de-icing system is fitted and operative, and (c) Aircraft is not operated in known or forecast icing conditions.
	2) Aircraft Fitted with Two AC Generators (Series 1B to 700B only)	C	2	1	(O) One may be inoperative provided: (a) Both Main AC inverters are operative, and (b) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	(O) Both may be inoperative provided: (a) Flight Manual airspeed limitations are observed, (b) Windshield fluid de-icing system is fitted and operating normally, and (c) Aircraft is not operated in known or forecast icing conditions.
	3) Aircraft Fitted with Two AC Generators (Except Series 1B to 700B)	C	2	1	(O) One may be inoperative provided: (a) Both Main AC inverters are operative, and (b) Aircraft is not operated in known or forecast icing conditions.
-21-3	115 VAC/60 Hz System				The FAA MMEL at Revision 8a is acceptable.
-30-10	Battery Power Packs				Item deleted.
-30-18	Ammeters	B	2	1	One may be inoperative provided the voltmeter and generator fail warning systems are operating normally.
-30-19	Battery "Not Connected" Lamp (Series 1B to 400B Only)	C	1	0	May be inoperative.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S24-2
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
24	ELECTRICAL POWER (Cont.)			
-30-20	3rd Aircraft Battery			
	1) Series 1B to 600B Viper engined aircraft only.	C	1	0 May be inoperative. Cold start facility not available from aircraft batteries.
	2) Series 1B to 600B TFE 731 engined aircraft and 700B (where fitted) only.	B	1	0 May be inoperative.
-32-1	Battery NO CHARGE Light (Series 1B to 700B only)		1	1 Must be operative.
-32-2	Battery Heater Muffs (If Installed)		2	2 Must be operative.
-34-2	APU Generator	D	1	0 May be inoperative.
-37-3	DC Bus Tie Light / Annunciator		1	1 Must be operative.
-37-4	Battery Contactor Annunciators (Except Series 1 through 700)		2	2 Must be operative.
-37-5	APU Generator Fail Light	D	1	0 May be inoperative provided APU Generator is not used.
-50-2	26 VAC Bus Fail Annunciators (If Installed)		1	1 Must be operative.
-60-1	Bus Tie Contactor System		1	1 Must be operative.
-60-2	FIS Power Recovery System (If Installed)			The FAA MMEL at Revision 8a is acceptable.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
25	EQUIPMENT AND FURNISHINGS			
-00-1	Passenger Convenience Items	-	-	0
				<p>Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to: galley equipment, movie equipment, ashtrays, stereo equipment, overhead lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>Note: Lavatory door ashtrays (internal and external) are not considered convenience items.</p>
-10-1	Pilot(s) Seat Adjustment (3 per seat)	B	-	-
				<p>(M) Adjustment mechanisms in vertical or lateral modes may be inoperative provided the inoperative adjustment is locked to suit the individual crew members requirements. Fore and aft adjustment mechanism must be operative.</p>
-10-4	Cabin Crew/Observers Seat and Harness (If Installed)	C	-	0
				<p>(M)(O) As required by Operating Requirements. May be inoperative provided the seat is not required and can be correctly stowed.</p> <p>NOTE 1: A fully automatic folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. An exception should only be made where cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.</p> <p>NOTE 2: A seat with a defective harness is considered to be inoperative.</p>
-10-5	Flight Crew Members Shoulder Harness Inertia Reels	A	2	-
				<p>(M) or (O) May be inoperative provided:</p> <p>(a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew member, and</p> <p>(b) Repairs or replacements are carried out within three calendar days.</p>
-10-6	Crew Torches	-	-	-
				As required by Operating Requirements.
-60-1	First Aid Kit	-	-	-
				As required by Operating Requirements.
-60-2	Over-water Equipment	-	-	-
				As required by Operating Requirements.
-60-3	Cockpit Smoke Vision System (CSVS) (STC SA00892LA)			
				This item is not applicable.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
25	EQUIPMENT AND FURNISHINGS (Cont.)			
-60-6	Survival Equipment	-	-	-
				As required by Operating Requirements.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S26-1
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
26	FIRE PROTECTION			
-20-4	Portable Fire Extinguishers	D	-	-
				(M) Any in excess of those required may be inoperative or missing provided: (a) The inoperative fire extinguisher is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and (b) Required distribution is maintained.
-30-2	Toilet Smoke Detection System (If Installed)	B	-	-
				(M) May be inoperative provided: (a) Toilet compartment fire extinguishers are fitted and checked to be operative on a daily basis, and (b) Toilet compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.
		C	-	-
				(a) Toilet compartment is electrically isolated (including flush motors and other high voltage devices), (b) Toilet waste-bin is empty, (c) Toilet door is locked and appropriately placarded, and (d) Toilet is not used for any purpose.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
27	FLIGHT CONTROLS			
-10-2	MWS Aileron Out of Trim Annunciator (Series 800B Only)	C	1	0 (O) May be inoperative provided the aileron trim position indicator is operating normally.
-30-1	Electrical Elevator Trim System	C	1	0 (M) (O) May be inoperative provided: <ul style="list-style-type: none"> (a) Associated circuit breakers are pulled and collared, (b) Mechanical Elevator Trim system is verified operative, (c) Autopilot is considered inoperative, and (d) For 750, 800XP, 850XP and 900XP aircraft, the Mach Trim system is considered inoperative and appropriate AFM speed limitations are observed. <p><u>Note:</u> RVSM is not authorised.</p>
-30-2	Stall Warning/Identification Systems			
	1) Series 1A to 700B		1	1 Must be operative.
	2) Series 800B, 800XP with 3 channels only			
	a) Stall Warning Channels	A	2	1 One stall warning channel may be inoperative provided: <ul style="list-style-type: none"> (a) The stall identification system is operating normally, and (b) The aircraft may continue the flight or series of flights but shall not exceed 10 flight hours in this condition.

(Cont...)

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S27-2	
(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
27	FLIGHT CONTROLS (Cont.)				
-30-2	Stall Warning/Identification Systems (Cont'd)				
	2) Series 800B, 800XP with 3 channels only (Cont.)				
	b) Stall Identification Channels	A	3	2	<p>(M) One stall identification channel may be inoperative provided:</p> <p>(a) Inoperative channel is inhibited by pulling and collaring the associated STALL IDENT circuit breaker (SSU and STALL IDENT amber annunciators illuminated if IDENT 1 or 2 is inhibited),</p> <p>(b) Before each departure, normal operation of the remaining channels is verified by independently pressing the cockpit TEST buttons,</p> <p>(c) Before each departure normal operation of the stick pusher is confirmed (stall valves A and B OPEN with red annunciators illuminated) by pressing the two operative TEST buttons simultaneously,</p> <p>(d) Lights erroneously on due to system failure are deactivated, and</p> <p>(e) Aircraft may continue the flight or series of flights but shall not exceed 10 flight hours in this condition.</p>
-30-6	MWS Elevator Out of Trim Annunciator (Series 800B Only)	C	1	0	May be inoperative.
-50-3	Flap Position Switches	A	4	0	<p>(O) May be inoperative provided:</p> <p>(a) Left and Right Flap Bias Switches are bypassed to the Flap Zero position,</p> <p>(b) Flaps are in the Zero position and are not used, and</p> <p>(c) AFM procedures for Flap 0 degree take-off and landing are observed, and</p> <p>(d) Repairs are made within one flight day.</p>

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
27	FLIGHT CONTROLS (Cont.)			
-60-1	Air Brake Position Indicator(s)	B	- 0	(O) May be inoperative provided, before each departure: (a) Airbrakes are visually verified operative, (b) Takeoff warning system is verified operative with Air Brake deployment, and (c) Airbrakes are visually verified retracted.

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		(3) Number installed		
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		(5) Remarks or Exceptions		
28	FUEL SYSTEM			
-45-2	Fuel Management Computer System (If Installed)	1	1	Must be operative

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(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
30	ICE AND RAIN PROTECTION				
-10-3	TKS Quantity Indication System	D	1	0	(O) May be inoperative provided fluid quantity is verified adequate for each flight.
-20-1	Engine Inlet Anti-ice System				
	1) TFE-731 Engined Aircraft	C	2	1	(O) One may be inoperative ON provided: (a) Associated Engine Inlet Anti-Ice (ENG A/ICE) Annunciator operates normally, (b) Takeoff and landing field temperatures do not exceed +10 degrees C, and (c) AFM Engine Anti-Ice ON Performance and Limitations are observed.
		C	2	1	(O) One may be inoperative provided: (a) Aircraft is not operated in visible moisture or in known or forecast icing conditions, (b) Takeoff and landing field temperatures do not exceed +10 degrees C, and (c) AFM Engine Anti-Ice ON Performance and Limitations are observed.
	2) Viper Engined Aircraft	C	2	1	(O) (M) One may be inoperative provided: (a) The control valve is in the closed position, (b) Aircraft is not despatched into known or forecast icing conditions, and (c) If encountered during flight, icing conditions are avoided.
-20-2	Engine Inlet Anti-ice Indicators	C	2	1	(O) One may be inoperative provided: (a) All power indicating instruments for associated engine are operative, (b) The engine anti-ice valves are operating normally, and (c) The position of the valve(s) is/are determined prior to each flight.

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		(3) Number installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
30	ICE AND RAIN PROTECTION (Cont.)				
-30-1	Pitot Probe / Pitot Mast Heaters	C	2	1	(O) One may be inoperative provided: (a) Flight is conducted in day VFR conditions, and (b) Aircraft is not operated in known or forecast icing conditions or visible moisture. <u>Note:</u> RVSM is not authorised.
-40-1	Windscreen Heating System				
	1) Series 1B to 700B Only	C	2	1	(O) One may be inoperative provided: (a) Aircraft is operated in accordance with Flight Manual limitations, and (b) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	Both may be inoperative provided: (a) Aircraft is operated in accordance with Flight Manual limitations, (b) Aircraft is not operated in known or forecast icing conditions, and (c) Windscreen fluid de-icing system is installed and operates normally.
	2) Series 750, 800B, 800XP, 850XP and 900XP Only	C	4	3	Heating to one sidescreen "B" only may be inoperative.
		C	4	2	(O) Both "B" screens may be inoperative provided aircraft is not operated in known or forecast icing conditions.
		C	4	1	(O) May be inoperative provided: (a) Heating to one "A" windshield panel is verified to be available, and (b) Aircraft is not operated in known or forecast icing conditions.

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		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
31	INDICATING/RECORDING SYSTEMS			
-20-1	Clocks	C	-	0 May be inoperative provided an accurate time piece is available on the flight deck indicating the time in hours, minutes and seconds.
-30-1	Flight Data Recorder (FDR)	-	-	- As required by Operating Requirements.

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
32	LANDING GEAR			
-32-1	MLG Door Latch Springs	2	2	Must be operative.
-40-1	Maxaret Units	B	4	3 (0) One may be inoperative.

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
33	LIGHTS			
-10-1	Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System	C	-	- Individual lights may be inoperative provided remaining lights are: (a) Sufficient to clearly illuminate all required instruments, controls, and devices for which they are intended, (b) Positioned so that direct rays are shielded from flight crewmembers' eyes, (c) Lighting configuration and intensity is acceptable to the flightcrew, and (d) Flight deck emergency lighting is verified to operate normally before each departure.
-10-4	System Warning / Annunciator Lights	-	-	- Individual warning/annunciators may be inoperative provided: (a) An MMEL entry for the annunciator exists in this supplement or associated FAA MMEL, OR (b) The associated system is an MMEL item and is regarded as being inoperative.
-20-2	Passenger Notice System (No Smoking / Fasten Seat Belt / Return to Cabin Signs)	C	-	- (M)(O) One or more may be inoperative provided no passenger seat, crew member seat or lavatory is occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible.
		C	-	- (M)(O) "No Smoking/Fasten Seat Belt/Return to Cabin" signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatories may be occupied provided: (a) The PA system is operative and can be clearly heard throughout the cabin during flight, and (b) A procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited and (if applicable) when passengers should return to the cabin from toilet compartments.
		C	-	- May be inoperative provided passengers are not carried.

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		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
33	LIGHTS (Cont.)			
-30-1	Wheel Well Lighting System (If Installed)	D	-	0
-30-2	Rear Equipment Bay Lighting (If Installed)	D	-	0
-40-1	Anti-Collision Beacons	-	-	-
-40-5	Wing Ice Light(s)	D	2	0
		B	2	0
				(O) Both may be inoperative for night operations provided an alternate means of illumination is available and used to determine whether ice is accreting on the wing.
-50-1	Interior/Exterior Emergency Lighting Systems	-	-	-
				As required by Operating Requirements.
-50-2	Floor Proximity Escape Path Marking System (If Installed)	A	1	1
				As required by Operating Requirements. Specific lights may be inoperative in accordance with the arrangements approved by the Authority for a particular lighting configuration.
				If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.

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				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
34	NAVIGATION				
-09-5	Non-Stabilised Magnetic Compass (Standby)	B	1	0	May be inoperative provided at least two independent stabilised directional gyro systems are installed and operative.
-09-6	DME Indicator (2 nd Pilot's Panel)	C	1	0	May be inoperative provided a DME display is available on each pilot's panel.
-10-9	Vertical Speed Indicator	C	2	1	One may be inoperative for day VMC flight only.
-10-10	Altimeters	C	2	1	(O) One may be inoperative provided a standby altimeter is fitted and is operating normally. Note: Both primary altimeters must be operative for RVSM operations.
-10-11	Air Data Computer				
	(1) Aircraft with Honeywell SPZ8000 Avionics Systems		2	2	Both must be operative.
	(2) Aircraft with Collins Avionics System	B	2	1	(O) No. 2 air data computer may be inoperative provided: (a) Air data transfer switching operates normally, (b) Standby airspeed indicator is operative, and (c) Standby altimeter is operative. Note: Both air data computers must be operative for RVSM operations.
-20-1	Flight Director System	C	2	0	May be inoperative provided weather minima are not dependent upon its use. Note 1: Both flight director systems must be operative for RVSM operations. Note 2: With Collins Proline-equipped aircraft, the A/P cannot be engaged unless both Flight Director Systems operate normally.
-20-2	Turn and Bank Indication (If Installed)	C	-	1	Either indicator may be inoperative.
		B	-	0	One or both may be inoperative provided one slip indicator and three independent attitude indicators are operative.

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		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
-20-3	Attitude Heading Reference System (AHRS) / Inertial Reference System (IRS)			
	1) Vertical Gyro System			
	a) Series 1B to 700B only	C	2	1 (O) One may be inoperative provided attitude transfer switching is operating normally. Note: Both vertical gyro systems must be operative for RVSM operations.
		C	1	0 May be inoperative provided standby attitude is operative on captain's panel and artificial horizon is operative on co-pilot's panel. Note: The vertical gyro system must be operative for RVSM operations.
	b) Series 800B and EFIS Equipped Series only	C	2	1 One may be inoperative provided both standby attitude indicators and standby compass are operative. Note: Both vertical gyro systems must be operative for RVSM operations.
	2) Attitude Heading Computer (AHC) (Aircraft Fitted with Digital Avionics)	B	2	1 (O) One may be inoperative provided the AHRS transfer switching, the standby compass and both standby attitude indicators are operating normally.
	3) Attitude Heading Reference System (AHRS) Cooling Fans	C	2	1 One may be inoperative.
	4) Attitude/Heading Source Reversion Switches	C	2	0 (O) Both may be inoperative in the normal position.
	5) PFD Inclinometers (Aircraft fitted with Honeywell SPZ8000 only)	C	2	1 One may be inoperative provided that the standby attitude indicator is operative.
	6) Horizontal Situation Indicator (HSI)	C	2	1 As required by Operating Requirements. One indicator may be inoperative provided: (a) Procedures are not dependent upon the use of the remaining HSI, (b) Both directional gyros operate normally, and (c) An independent stabilised heading indication is available on each pilot's panel.

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		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
-20-3	Attitude Heading Reference System (AHRS) / Inertial Reference System (IRS) (Cont.)			
	7) Attitude Director Indicator System (Series 1B to 700B Only)	C	2	1 One may be inoperative.
	a) Aircraft with Self Contained Gyro Horizons	C	-	1 At least one must be operative for day VMC flight only.
		C	-	2 For night or IMC flight, each pilot must have an operative horizon.
	b) Aircraft with One Remote Servo Driven ADI (Left Hand panel)	C	-	- (O) For night operations or IMC flight conditions: (a) The servo – ADI must be operative, (b) There must be a standby horizon usable from the LH seat, and (c) There must be at least one self contained horizon (main or standby) in the RH instrument panel.
		C	-	1 For day VMC conditions one of the instruments required for night operations may be inoperative.
	c) Aircraft with Two Remote Servo Driven ADIs	C	-	2 (O) For night operations or IMC flight conditions: (a) Both ADIs must be operative, and (b) If there is an operative pitch and roll comparator there must be an operative standby horizon usable by the pilot in the LH seat. OR If the pitch and roll comparator is inoperative or not fitted both pilots must have an operative standby horizon.
		C	-	1 For day VMC conditions one of the instruments required for night operations may be inoperative.

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
-20-3	Attitude Heading Reference System (AHRS) / Inertial Reference System (IRS) (Cont.)			
	8) Stabilised Heading Indication System	C	2	1
				May be inoperative provided:
				(a) At least one compass heading is available on each pilot's panel, and
				(b) The standby magnetic compass is operative.
	9) Inertial Reference Systems (Aircraft fitted with Honeywell SPZ8000 only)	C	2	1
				No. 2 IRS may be inoperative provided.
				(a) At least one compass heading and attitude display are available on each pilot's panel, and
				(b) The aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
	10) 3rd Inertial Reference System (If Installed) (Aircraft fitted with Honeywell SPZ 8000 only)	C	1	0
				May be inoperative
-20-9	Standby Flight Instruments / Displays			
	1) Standby Attitude Indicator(s) (Electro-Mechanical Gyro Horizons)	B	-	0
				May be inoperative for day VMC only provided both attitude indicators are operative.
	a) Glideslope/Localiser Indicator(s)	C	-	0
				May be ioperative.
	3) Secondary Flight Display (3-in-1 colour graphic Standby Attitude, Altitude, and Airspeed Indicator OR 4-in-1 colour graphic Standby Attitude, Altitude, Heading and Airspeed Indicator (SFD's) (Meggitt)			
	a) Standby Attitude Display	B	1	0
				May be inoperative for day VMC only provided both attitude indicators are operative.
	b) Standby Altimeter Display	B	1	0
				May be inoperative provided aircraft is operated in day VMC only.
	c) Baroset Knob	B	1	0
				May be inoperative provided aircraft is operated in day VMC only.

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		(5) Remarks or Exceptions			
34	NAVIGATION (Cont.)				
-20-10	Flight Director Annunciator	C	-	0	May be inoperative provided the associated flight director mode is not used.
-30-1	ILS System	-	-	-	As required by Operating Requirements.
-30-2	Marker Beacon System	-	-	-	As required by Operating Requirements.
-30-3	Microwave Landing System (If Installed)	-	-	-	As required by Operating Requirements.
-30-4	Radio Compass (ADF) System	-	-	-	As required by Operating Requirements.
-32-1	ILS Offset System				This item is not applicable.
-40-1	Radio Altimeter				The FAA MMEL at Revision 8a is acceptable.
-40-2	Weather Radar System	-	-	-	As required by Operating Requirements.
-40-4	Ground Proximity Warning System (GPWS) / Terrain Awareness Warning System (TAWS)	-	-	-	As required by Operating Requirements.
-43-1	ATC Transponder Attenuation System	C	1	0	May be inoperative provided procedures do not require its use. Note: Required for ACAS and ATC Transponder enhanced modes.
-50-1	LNAV or RNAV Systems	-	-	-	As required by Operating Requirements.
-50-2	Flight Management Systems (FMS) (If Installed)				
	1) Navigation Database	A	-	-	(O) May be out of currency provided: (a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch, (b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, and (c) The navigation database is updated to the current standard within 10 calendar days.
-50-3	Distance Measuring Equipment (DME)	-	-	-	As required by Operating Requirements.
-50-4	ATC Transponder and Automatic Altitude Reporting System	-	-	-	As required by Operating Requirements. Note: One transponder must be operative for RVSM operations.
-50-5	VOR Navigation Receivers	-	-	-	As required by Operating Requirements.

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				(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
34	NAVIGATION (Cont.)				
-50-6	Global Positioning System (GPS) (If Installed)	C	-	0	May be inoperative provided procedures do not require its use.
-50-9	Omega/VLF Sensor (If Installed)	D	-	0	May be inoperative.
-60-1	Airborne Collision and Avoidance System (ACAS II)				
	(1) ACAS II System	A	-	0	(O) (M) May be inoperative provided the system is deactivated and secured, and (a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and (b) Repairs or replacements are carried out within 10 calendar days.
	(2) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
	(3) Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice audio functions are operative, and (b) TA only mode is selected by the crew.
	(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.
-60-2	Windshear Detector System (If Installed)				Item deleted.

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		(4) Number required for dispatch		
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34	NAVIGATION (Cont.)			
-70-1	EFIS/MFD Cooling Fans			
	(1) Series 800 and EFIS Equipped Series 700B	C	4	3
				(O) One may be inoperative provided:
				(a) Left hand and right hand (if fitted) standby attitude indicators are operating normally, and
				(b) Both DBIs are operating normally.
	(2) Aircraft fitted with Honeywell SPZ8000	C	3	2
				(O) One may be inoperative provided:
				(a) The standby attitude indicator is operating normally, and
				(b) The DBI and standby compass are operating normally.
-70-4	Electronic Flight Displays (EFD's) (EFIS Equipped Aircraft Only)			
	1) Non-Collins Proline 21 or UASC EFI-890R Equipped Aircraft	B	4	3
				(O) For all night and IMC operations one EFD may be inoperative provided that a display of attitude and compass is available on each pilot's panel.
		B	4	2
				(O) For day VMC only, 2 EFDs may be inoperative provided that, of the two remaining displays, one shows a PFD and the other an ND and that each pilot has attitude and compass information given where appropriate by a standby attitude indicator and a DBI.
	2) Collins Proline 21 Equipped Aircraft	C	4	3
				Right side MFD position may be inoperative.
				<u>Note:</u> With IFIS-5000 AFD installed, EFB is affected. (See Chapter 46)
	3) UASC EFI-890R Equipped Aircraft	C	4	3
				(M) One display unit may be inoperative provided:
				(a) The inoperative unit is positioned in the co-pilot's PFD position, and
				(b) The co-pilot's MFD has DISPLAY REVERT selected after engine start.
		C	4	3
				(M) One display unit may be inoperative provided:
				(a) The inoperative unit is positioned in the co-pilot's MFD position, and
				(b) Battery starting of engines is not attempted.

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		(5) Remarks or Exceptions		
34	NAVIGATION (Cont.)			
-70-5	Processor Units and Symbol Generators (Series 800 and EFIS Equipped Series 700B Only)			
	(1) Display Processor Units (DPU)	C	2	1 (O) One may be inoperative, provided the required number of EFDs show correct displays. The inoperative unit must remain fitted to ensure effective cooling is provided to operative processors.
	(2) Symbol Generators (SGs)	C	2	1 (O) One may be inoperative, provided the required number of EFDs show correct displays.
	(3) Multifunction Processor Unit (MPU)	C	1	0 (O) May be inoperative provided that both DPUs and standby attitude indicators are operating normally. The MPU must remain fitted to ensure cooling is provided to operative processors.
	(4) Multifunction Symbol Generator (MSG)	C	1	0 (O) May be inoperative provided that both SGs and standby attitude indicator are operating normally. The MSG must remain fitted to ensure that cross side symbol generator reversion is operative.
-70-6	Multifunction Display (MFD) (Aircraft fitted with Honeywell SPZ800 only)	C	1	0 (O) May be inoperative provided all EFDs are operating normally.
-70-12	Nose Compartment Ventilation System (If Installed)			
	1) Avionics Cooling Fan Low Speed Warning Detector		1	1 Must be operative.
	2) Avionics Cooling Fan Nose Fail Annunciator		1	1 Must be operative.
-70-13	Display Select Panel (DSP) (Series 800B only)	C	2	1 (O) One may be inoperative provided both sides EFIS displays can be controlled by the operative DSP, and both DBIs are operating normally.
-70-14	EFIS Display Control Panel (If Installed)	C	2	1 (O) One may be inoperative provide both sides EFIS displays can be controlled by the operative unit and both DBIs are operating normally.
-70-15	DPU "ALTN" Switch (Series 800 and EFIS Equipped Series 700B Only)	C	2	1 One may be inoperative.

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		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
35	OXYGEN			
-00-2	Oxygen Cylinders	B	-	1
				<p>(O) Any in excess of one may be inoperative provided:</p> <p>(a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL,</p> <p>(b) Passenger oxygen supply valve is verified closed,</p> <p>(c) Passengers are appropriately briefed,</p> <p>(d) Oxygen supply to the flight crew is verified sufficient to meet operations being conducted,</p> <p>(e) Both air conditioning packs operate normally,</p> <p>(f) All other components of the pressurisation system operate normally,</p> <p>(g) Maximum flight altitude does not exceed FL250, and</p> <p>(h) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers.</p>
-00-3	Barometric Valve Automatic Function	C	1	0
				<p>(M) (O) May be inoperative provided:</p> <p>(a) The valve can be manually operated and the manual deployment system operates normally,</p> <p>(b) Aircraft is not flown above 25,000 feet, and</p> <p>(c) The passenger supply valve is operating normally.</p>

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		(5) Remarks or Exceptions		
35	OXYGEN (Cont.)			
-10-1	Protective Breathing Equipment (PBE)	D	-	<p>(M) PBE which is stowed in an approved stowage, but which is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.</p> <p>Note: PBE which:</p> <ul style="list-style-type: none"> a) cannot be stowed in an approved stowage (whether inoperative or not); or b) is a replacement item, <p>is subject to the requirements of the International Civil Aviation Organization's Technical Instructions, for Safe Transport of Dangerous Goods by Air.</p>
-20-1	Passenger Oxygen Masks and Stowages	C	-	<p>(M) or (O) One or more oxygen masks or stowage assemblies may be inoperative without flight altitude restriction provided:</p> <ul style="list-style-type: none"> (a) Affected seats are blocked and placarded to prevent occupancy, and (b) Units operate normally for all usable passenger seats, toilet compartments and flight attendants locations.
		B	-	<p>0 (O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) Flight is not conducted over an area where the minimum en route altitude is above 12,000 feet AMSL. (b) Both air conditioning packs operate normally, (c) All other components of the pressurisation system operate normally, (d) Maximum flight altitude does not exceed 25,000 feet AMSL, (e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, and (f) Passengers are appropriately briefed.

(Cont...)

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
35	OXYGEN (Cont.)			
-20-1	Passenger Oxygen Masks and Stowages (Cont.) (Aircraft Equipped with Automatic Oxygen Presentation Facilities)	C	-	- (M) or (O) The automatic presentation system may be inoperative provided: (a) A manual deployment system is installed and operates normally, and (b) The flight is limited to FL300 or below.
-30-1	Portable Oxygen Dispensing Units	D	-	- Any in excess of those required by legislation may be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
38	WATER/WASTE			
-10-1	Potable Water System	D	-	0
				May be inoperative.

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
46	INFORMATION SYSTEMS			
-10-1	Electronic Flight Bag (EFB) System (If Installed)	-	-	- As required by Operating Requirements.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
49	AIRBORNE AUXILIARY POWER			
-00-1	Auxiliary Power Unit	D	1	0
				(M) May be inoperative provided: (a) System is deactivated and secured, and (b) Procedures are not dependent upon its use.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
52	DOORS			
-50-1	Lockable Flight Deck Door	-	-	As required by Operating Requirements.
-70-6	Ramp Guard System (If Installed)		-	Must be operative.
-70-7	Right and Left Avionics Nose Access Doors (If Installed)	2	2	Both must be operative.

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		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
53	FUSELAGE			
-30-1	Fuselage Adjacent to Main Static Vents	-	-	-
				(M) For RVSM operations, fuselage damage must be within the approved limits for the pitot/static system.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
56	WINDOWS			
-10-1	Windscreens (Panel 'A') (Series 1 Through 700)	C	-	-
				<p>(M) (O) (if appropriate) Outer glass ply on one forward windscreen may be cracked provided:</p> <p>(a) Visibility through the affected windscreen is acceptable to the flight crew and vision is not impaired on the remaining windscreen,</p> <p>(b) Crack is restricted to the outer glass with no loose pieces,</p> <p>(c) Windscreen outer glass is inspected for condition prior to each departure,</p> <p>AND</p> <p>Any relevant instructions provided by the Flight Manual or Maintenance Manual etc. are observed together with any of the following provisos which may be appropriate,</p> <p>(d) Flight Manual Limitations are observed,</p> <p>(e) The aircraft is not operated into known or forecast icing conditions,</p> <p>(f) Associated SCREEN HEAT CTL circuit breaker is pulled and collared,</p> <p>(g) If cracks affect windscreen wiper operation adopt conditions associated with an inoperative wiper, and</p> <p>(h) Any specified time limitations are applied.</p> <p>The FAA MMEL at Revision 8a is acceptable.</p>
-10-2	Windscreens 'A' or 'B' (Series 750, 800, 800XP, 850XP and 900XP)			
-10-3	DV Windows (Openable Flight Deck Windows)	C	2	1
				One may be inoperative provided it is securely closed and the air seal is operating normally.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S73-1
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
73	ENGINE FUEL AND CONTROL			
-24-1	Automatic Thrust Limiter System (Viper Engined Aircraft Only)	C	2	1 (O) One may be inoperative provided the system is isolated and is not affecting engine operation.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
77	ENGINE INDICATING			
-10-2	Engine Indications			
	1) N1 Indicators	C	2	2
				Digital Readout(s) may be inoperative, except for Proline 21 equipped aircraft or UASC EFI-890R equipped aircraft.
	2) N2 Indicators (TFE 731 Engined Aircraft Only)	C	2	1
				(O) One may be inoperative provided:
				(a) The ITT , N1 and fuel flow indication systems are operating normally,
				(b) Both electronic fuel computers are operating normally, and
				(c) The fault is confirmed as being in the indicator or the associated monopole pickup.
				Note: If the monopole pickup which provides signals to the electronic fuel computer is inoperative, take-off may only be undertaken in accordance with the appropriate Flight Manual procedures.
	a) Digital Readout(s)	C	-	0
				May be inoperative.
	3) ITT Indicators	C	2	2
				Digital Readout(s) may be inoperative, except for Proline 21 equipped aircraft or UASC EFI-890R equipped aircraft.
32-3	Climb Power Annunciators (TFE-731 Engines Except Proline 21 Equipped Aircraft) (If Installed)		2	2
				Both must be operative.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S78-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval.			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
78	EXHAUST				
-30-1	Thrust Reversing System (Series 700 and 800, if installed, plus 750, 800XP, 850XP and 900XP)	C	2	0	(M) (O) One or both may be inoperative provided: <ul style="list-style-type: none"> (a) No damage to the thrust reverser exists which would adversely affect operation of the aircraft, (b) Both thrust reversers are disabled and fixed in the forward thrust position by an approved procedure, and (c) Operations are conducted in accordance with the Flight Manual.
-30-2	Thrust Reverser Indicating Lights	C	2	0	(M) (O) One or both may be inoperative provided the conditions of 78-30-1 are applied, i.e. both thrust reversers must be rendered inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval.			
				(3) Number installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
79	ENGINE OIL				
-30-1	Oil Pressure Indicators	B	2	1	(O) One may be inoperative provided: (a) The associated oil pressure warning light is operating normally, (b) Both the oil pressure indicator and the low oil pressure warning light for the other engine are operating normally, and (c) The affected engine is confirmed as having an adequate quantity of oil prior to each flight.
-30-2	Oil Temperature Indicators	B	2	1	(O) One may be inoperative provided: (a) All other engine indicating systems for the associated engine are operating normally, and (b) The affected engine is confirmed as having an adequate quantity of oil prior to each flight.
-30-3	Low Oil Pressure Warning Light	B	2	1	(O) One may be inoperative provided: (a) The associated oil pressure indicator is operating normally, (b) Both the oil pressure indicator and the low oil pressure warning light for the other engine are operating normally, and (c) The affected engine is confirmed as having an adequate quantity of oil prior to each flight.

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CAA SUPPLEMENT TO FAA MMEL BAe (HS) 125 series		REVISION NO: 3 DATE: 20 January 2009		PAGE: S80-1
(1) System & Sequence Numbers Item		(2) Rectification Interval.		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
80	STARTING			
-00-1	Starter Power Available Light (Series 600B and 800B)	C	1	0
				May be inoperative.

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