



## **Hawker 850XP**

The Hawker 800 won its Supplemental Type Certificate (STC) in 1994. It is essentially a Hawker 700 with Honeywell's up-rated TFE 731-5R engines replacing the earlier TFE 731-3 engines. With the -3 engines the Hawker 700 was a sluggish performer on hot days and high altitudes. With the -5 engines and the additional 600 pounds of thrust, the performance deficiencies were corrected and along with adding an additional 430 NM of range. 307 Hawker 800's were produced.

In 1995 Raytheon introduced the XP version of the Hawker 800. The TFE 731-5BR engines produce 360 pounds of additional thrust significantly improving Balanced Field Length and adding an additional 80 NM of range. The 800XP also features the Collins Proline 21 avionics suite.

The Hawker 800XPi was introduced in 2005. This model features an upgrade to the Collins Pro-Line 21 Avionics Suite, a new interior and cabin management system.

The Hawker 850XP was introduced at the 2005 NBAA Convention in Orlando, FL. The 850XP comes equipped with Raytheon Aircraft designed winglets. The winglets were sized to provide distinct performance improvements while not impacting airframe inspection schedules. The range of the Hawker 850XP has seen a 100 nautical mile increase. Other performance improvements include up to eight percent improvement in time-to-climb plus faster airspeeds and block speeds.

Deliveries of this model started in 2005.



**ESTIMATED VARIABLE COSTS - Per Hour**

**Hawker 850XP**

Fuel (1)	\$1,540.66	\$-	\$-
Fuel Additives	-	-	-
Lubricants	-	-	-
Maintenance Labor (2)	133.50	-	-
Parts Airframe/Eng/Avion (3)	112.88	-	-
Engine Restoration (4)	331.21	-	-
Thrust Reverser Allowance	3.34	-	-
Propeller Allowance	-	-	-
APU Allowance	38.34	-	-
Major Periodic Maintenance	-	-	-
Misc Exp. - Landing/Parking	27.63	-	-
- Crew Expenses	83.20	-	-
- Supplies/Catering	43.68	-	-
- Carbon Offset (5)	-	-	-
- Other	-	-	-
Fractional Cost/Hour + Tax	-	-	-
<b>Total Variable Cost/Hour</b>	<b>\$2,314.44</b>	<b>\$-</b>	<b>\$-</b>
Average Speed-Kts. (6) 600-nm trip	408.00	-	-
<b>Cost per Nautical Mile</b>	<b>\$5.67</b>	<b>\$-</b>	<b>\$-</b>

Cost data in this report is intended to be used as a benchmark

**FOOTNOTES - Size of Operation:** 1 - 2 Aircraft

**Date:** 11/17/2009

**Currency:** \$

**Type of Operation:**

**Corporate**

1. Fuel Cost	5.17	-	-
Gallons/Hour Blk Fuel/Flt Time +15%	298	-	-
2. Maint. Labor Cost per Hour	89	-	-
Maint. Hours/Flight Hours	1.50	-	-
3. Incl. Engine Parts Cost	No		
Engine Model	TFE 731-5BR		
Aircraft Model Year	New		
4. Overhaul Cost Source	JSSI Prem09		
5. CO2 Cost Per Tonne	-	-	-
6. Block Speed Source	Mftr Data		



## ANNUAL FIXED COSTS

### Hawker 850XP

Crew salaries - Captain (7)	\$109,300	\$-	\$-
- Co Pilot	75,000	-	-
- Flt Attendant	-	-	-
- Flt Eng/Other	-	-	-
- Benefits	55,290	-	-
Hangar - Typical	36,700	-	-
Insurance - Hull (8)	23,983	-	-
Single Limit Liability	12,000	-	-
Recurrent Training	49,600	-	-
Aircraft Modernization (9)	23,333	-	-
Navigation Chart Service	4,166	-	-
Refurbishing (10)	28,480	-	-
Computer Mx. Program (11)	9,500	-	-
Weather Service (12)	700	-	-
Other Fixed Costs	-	-	-
Mgmt Fee/Yr + Tax	-	-	-
<b>Total Fixed Cost/Year</b>	<b>\$428,052</b>	<b>\$-</b>	<b>\$-</b>

Cost data in this report is intended to be used as a benchmark

### FOOTNOTES - Size of Operation: 1 - 2 Aircraft

Date: 11/17/2009

Currency: \$

7. Crew Salary Source	08 NBAA		
Number of Crew	2	-	-
8. Ins Hull Value/Frac Share Cost	14,107,700	-	-
Hull Insurance Rate (%)	0.17	-	-
9. Modernization	10 Yr Avg		
10. Refurbish Labor Hrs/Seat	40	-	-
11. Comp. Mx Program Source	Typical		
12. Weather Service Source	Typical		



## ANNUAL BUDGET

### Hawker 850XP

Utilization - Nt. Miles	175,000	-	-
- Hours	429	-	-
Variable Cost	992,894	-	-
Fixed Cost	428,052	-	-
<b>Total Cost (No Depreciation)</b>	<b>\$1,420,946</b>	<b>\$-</b>	<b>\$-</b>
- Per Hour	3,312.00	-	-
- Per Nt. Mile	8.12	-	-
- Per Seat Nt. Mile	1.01	-	-
Total Cost (No Depreciation)	1,420,946	-	-
Book Depreciation (13)	1,410,770	-	-
<b>Total Cost (Book Dep)</b>	<b>\$2,831,716</b>	<b>\$-</b>	<b>\$-</b>
- Per Hour	6,601.00	-	-
- Per Nt. Mile	16.18	-	-
- Per Seat Nt. Mile	2.02	-	-
Total Cost (No Depreciation)	1,420,946	-	-
Market Depreciation (14)	564,308	-	-
<b>Total Cost (Market Dep.)</b>	<b>\$1,985,254</b>	<b>\$-</b>	<b>\$-</b>
- Per Hour	4,628.00	-	-
- Per Nt. Mile	11.34	-	-
- Per Seat Nt. Mile	1.42	-	-

Cost data in this report is intended to be used as a benchmark

**Footnotes - Size of Operation:** 1 - 2 Aircraft

**Date:** 11/17/2009

**Currency:** \$

13. Book Depreciation Rate 10% per yr

14. Market Depreciation Rate 4.00



## GENERAL COMPARISON

### Hawker 850XP

Cabin-Height (Ft.)	5.75	-	-
- Width	6.00	-	-
- Length	21.30	-	-
Cabin volume (Cu. Ft.)	604.00	-	-
Cabin Door Height (Ft.)	4.30	-	-
- Width	2.25	-	-
Baggage -Int. (Cu.Ft.)	50.00	-	-
- External	-	-	-
Typical Crew/Pass Seating	2/8		
Weight-Max Take-off (Lbs.)	28,000	-	-
- Maximum Landing	23,350	-	-
- Basic Operating	16,330	-	-
- Usable Fuel	10,000	-	-
Payload-Full Fuel (Lbs.)	1,790	-	-
- Maximum	2,120	-	-
Certified/IFR Certified	Yes/Yes		
Price - New (Corporate)/1000	14,108	-	-
- Pre Owned Rng/1000	8,200/13,750		
- Years Produced	2005 - to present		

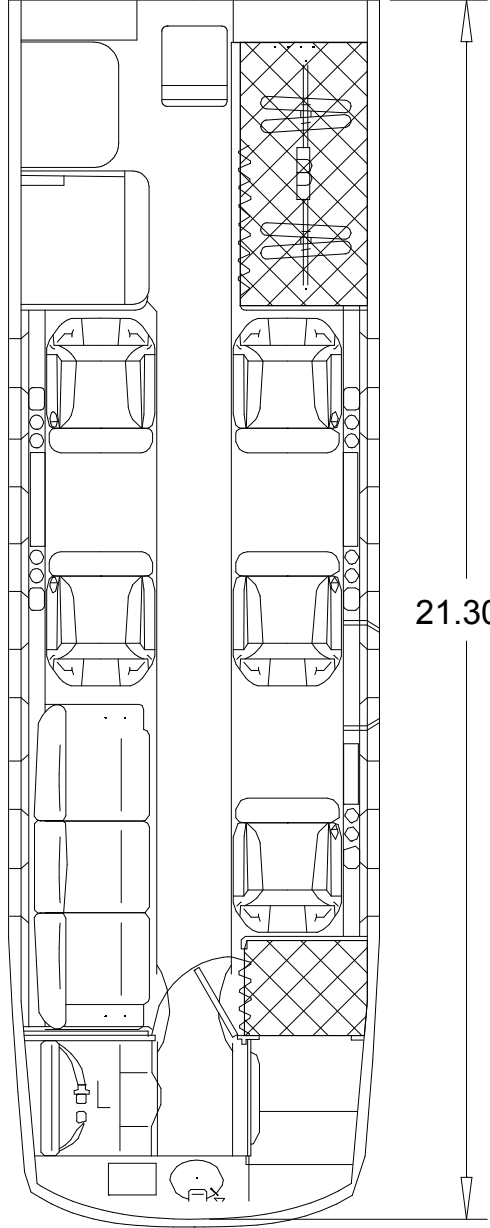
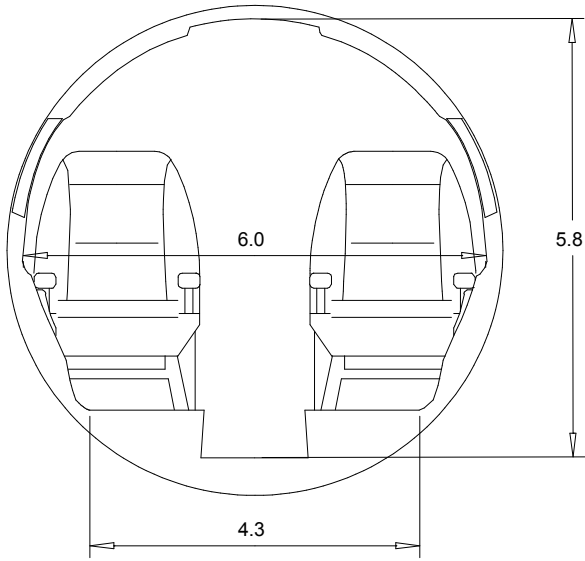
## PERFORMANCE COMPARISON

### Hawker 850XP

Range-NBAA IFR Res (N.Mi.)			
Seats Full	2,525	-	-
Ferry Range - (Pilot(s) only, no pax)	2,710	-	-
Range-30 Min. Res (N.Mi.)			
Seats Full	-	-	-
Ferry Range - (Pilot(s) only, no pax)	-	-	-
Balanced Field Length (Ft.)	5,641	-	-
Landing Distance - FAR 121	3,973	-	-
Rate Of Climb (Ft/Min)	3,415	-	-
- One Engine Out	470	-	-
Cruise Speed-Max (KTAS)	452	-	-
- Normal	430	-	-
- Long Range	402	-	-
Stall Speed (IAS)	88	-	-
Ceiling-Service MTOW (Ft.)	39,000	-	-
- Service OEI	19,500	-	-
- Hover IGE (Helicopter Only)	-	-	-
- Hover OGE (Helicopter Only)	-	-	-

# INTERIOR

Scale = 1:30



Scale = 1:40

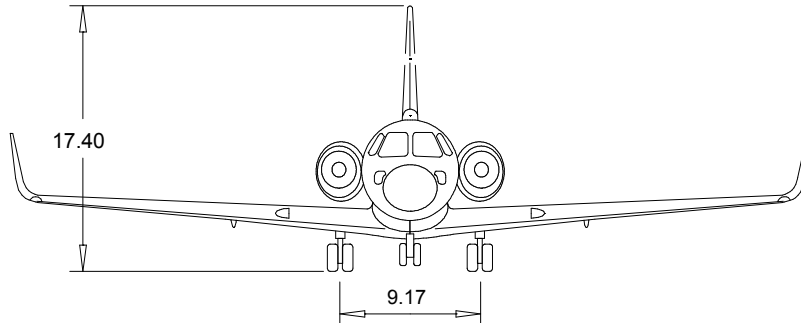
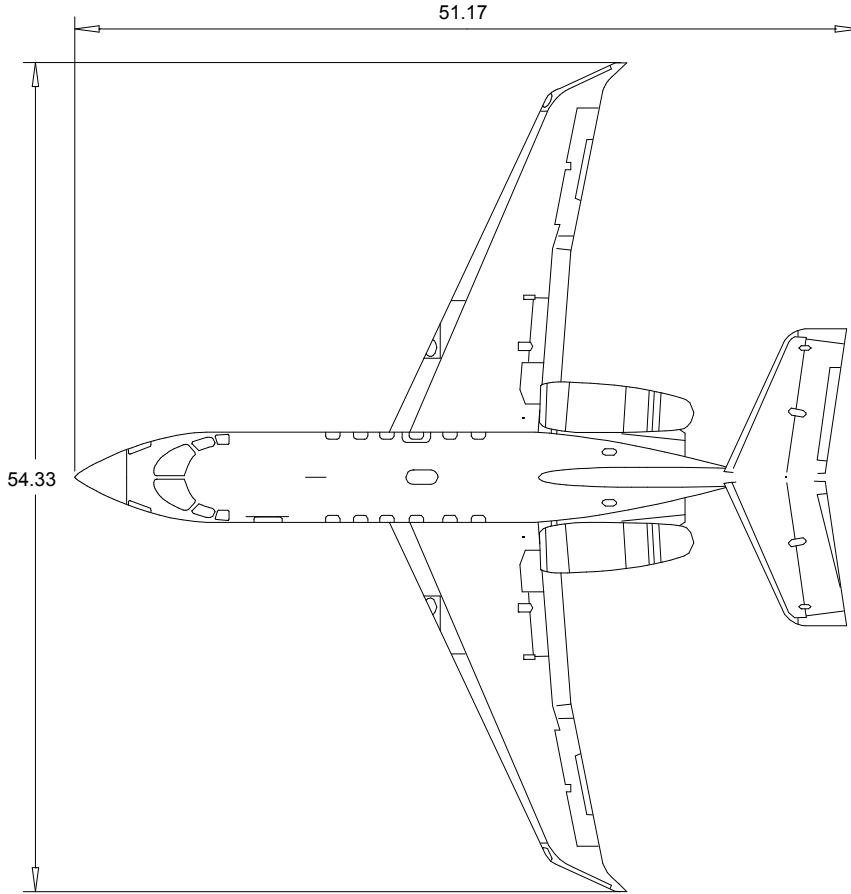
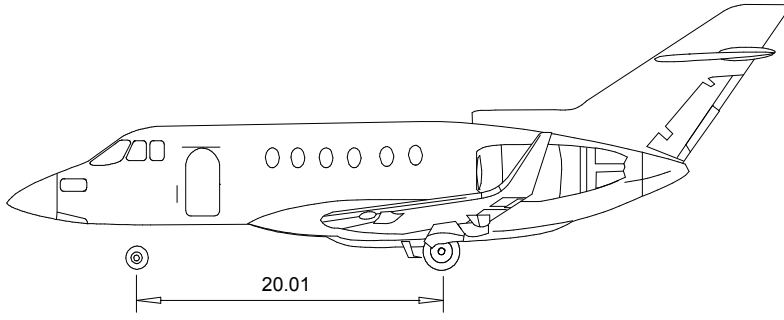
Hawker 850XP

 - Baggage

All dimensions are measured in Feet unless otherwise specified.

# EXTERIOR

Scale = 1:150



All dimensions are measured in Feet unless otherwise specified.

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