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 and 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**

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

**Cost per Nautical Mile**

- **$5.67** $- $-

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**FOOTNOTES**

- **Size of Operation:** 1 - 2 Aircraft
- **Date:** 11/17/2009
- **Currency:** $

**Type of Operation:**

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Corporate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fuel Cost</td>
<td>5.17</td>
</tr>
<tr>
<td>Gallons/Hour Blk Fuel/Flt Time +15%</td>
<td>298</td>
</tr>
<tr>
<td>2. Maint. Labor Cost per Hour</td>
<td>89</td>
</tr>
<tr>
<td>Maint. Hours/Flight Hours</td>
<td>1.50</td>
</tr>
<tr>
<td>3. Incl. Engine Parts Cost</td>
<td>No</td>
</tr>
<tr>
<td>Engine Model</td>
<td>TFE 731-5BR</td>
</tr>
<tr>
<td>Aircraft Model Year</td>
<td>New</td>
</tr>
<tr>
<td>4. Overhaul Cost Source</td>
<td>JSSI Prem09</td>
</tr>
<tr>
<td>5. CO2 Cost Per Tonne</td>
<td>-</td>
</tr>
<tr>
<td>6. Block Speed Source</td>
<td>Mftr Data</td>
</tr>
</tbody>
</table>
# ANNUAL FIXED COSTS

## Hawker 850XP

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

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

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## 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**

<table>
<thead>
<tr>
<th>Utilization - Nt. Miles</th>
<th>175,000</th>
<th>-</th>
<th>-</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Hours</td>
<td>429</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

| Variable Cost | 992,894 | - | - |
| Fixed Cost | 428,052 | - | - |

**Total Cost (No Depreciation)**

| - 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 | - | - |

**Total Cost (Book Dep)**

| - Per Hour | 6,601.00 | - | - |
| - Per Nt. Mile | 16.18 | - | - |
| - Per Seat Nt. Mile | 2.02 | - | - |

| Total Cost (Book Dep) | $2,831,716 | $- | $- |

| Market Depreciation (14) | 564,308 | - | - |

**Total Cost (Market Dep.)**

| - Per Hour | 4,628.00 | - | - |
| - Per Nt. Mile | 11.34 | - | - |
| - Per Seat Nt. Mile | 1.42 | - | - |

| Total Cost (Market Dep.) | $1,985,254 | $- | $- |

---

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

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

<table>
<thead>
<tr>
<th>Footnote</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.</td>
<td>Book Depreciation Rate 10% per yr</td>
</tr>
<tr>
<td>14.</td>
<td>Market Depreciation Rate 4.00</td>
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</tbody>
</table>

**Date**: 11/17/2009  
**Currency**: $
### GENERAL COMPARISON

**Hawker 850XP**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Hawker 850XP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin-Height (Ft.)</td>
<td>5.75</td>
</tr>
<tr>
<td>- Width</td>
<td>6.00</td>
</tr>
<tr>
<td>- Length</td>
<td>21.30</td>
</tr>
<tr>
<td>Cabin volume (Cu. Ft.)</td>
<td>604.00</td>
</tr>
<tr>
<td>Cabin Door Height (Ft.)</td>
<td>4.30</td>
</tr>
<tr>
<td>- Width</td>
<td>2.25</td>
</tr>
<tr>
<td>Baggage - Int. (Cu.Ft.)</td>
<td>50.00</td>
</tr>
<tr>
<td>- External</td>
<td></td>
</tr>
<tr>
<td>Typical Crew/Pass Seating</td>
<td>2/8</td>
</tr>
<tr>
<td>Weight-Max Take-off (Lbs.)</td>
<td>28,000</td>
</tr>
<tr>
<td>- Maximum Landing</td>
<td>23,350</td>
</tr>
<tr>
<td>- Basic Operating</td>
<td>16,330</td>
</tr>
<tr>
<td>- Usable Fuel</td>
<td>10,000</td>
</tr>
<tr>
<td>Payload-Full Fuel (Lbs.)</td>
<td>1,790</td>
</tr>
<tr>
<td>- Maximum</td>
<td>2,120</td>
</tr>
<tr>
<td>Certified/IFR Certified</td>
<td>Yes/Yes</td>
</tr>
<tr>
<td>Price - New (Corporate)/1000</td>
<td>14,108</td>
</tr>
<tr>
<td>- Pre Owned Rng/1000</td>
<td>8,200/13,750</td>
</tr>
<tr>
<td>- Years Produced</td>
<td>2005 - to present</td>
</tr>
</tbody>
</table>

### PERFORMANCE COMPARISON

**Hawker 850XP**

<table>
<thead>
<tr>
<th>Specification</th>
<th>Hawker 850XP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range-NBAA IFR Res (N.Mi.)</td>
<td></td>
</tr>
<tr>
<td>Seats Full</td>
<td>2,525</td>
</tr>
<tr>
<td>Ferry Range - (Pilot(s) only, no pax)</td>
<td>2,710</td>
</tr>
<tr>
<td>Range-30 Min. Res (N.Mi.)</td>
<td></td>
</tr>
<tr>
<td>Seats Full</td>
<td></td>
</tr>
<tr>
<td>Ferry Range - (Pilot(s) only, no pax)</td>
<td></td>
</tr>
<tr>
<td>Balanced Field Length (Ft.)</td>
<td>5,641</td>
</tr>
<tr>
<td>Landing Distance - FAR 121</td>
<td>3,973</td>
</tr>
<tr>
<td>Rate Of Climb (Ft/Min)</td>
<td>3,415</td>
</tr>
<tr>
<td>- One Engine Out</td>
<td>470</td>
</tr>
<tr>
<td>Cruise Speed-Max (KTAS)</td>
<td></td>
</tr>
<tr>
<td>- Normal</td>
<td>452</td>
</tr>
<tr>
<td>- Long Range</td>
<td>402</td>
</tr>
<tr>
<td>Stall Speed (IAS)</td>
<td>88</td>
</tr>
<tr>
<td>Ceiling-Service MTOW (Ft.)</td>
<td></td>
</tr>
<tr>
<td>- Service OEI</td>
<td>39,000</td>
</tr>
<tr>
<td>- Hover IGE (Helicopter Only)</td>
<td>19,500</td>
</tr>
<tr>
<td>- Hover OGE (Helicopter Only)</td>
<td></td>
</tr>
</tbody>
</table>
All dimensions are measured in Feet unless otherwise specified.
Scale = 1:150

All dimensions are measured in Feet unless otherwise specified.