



Hampshire, United Kingdom

The Hawker 900 XP for sale is perhaps the best selling business jet of all time.

Hawker 900 XP First delivered in late 2007 the Hawker 900 XP is an upgrade on the Hawker 850 XP. The 900 XP offers better performance through upgraded engines, offering improved fuel efficiency, hot and high performance and also climb capability. Proline 21 avionics suite gives enhanced safety, weather forecasting and excellent warning systems. The design specifications offer upgrades on a tried and tested airframe with 8 passengers stand up cabin and enclosed lavatory space and cabin entertainment system. If you are looking to buy a Hawker 900 XP then contact us immediately as this aircraft will not stay long on the market. May 2011 Hawker 900XP Serial Number 0182TTAF 2,250 Overview:- TTAF 2,250 Engines- 2 X TFE 731-50R Honeywell? Engine 1 TT - 2,111? Engine 2 TT - 2,250- On MSP- Enrolled on CAMP- available on request.- NO Damage History- Standard Rockwell Collins Pro Line 21- 8 place leather seating (club 4, single and 3 place Divan) Weights and Capacities Maximum Ramp Weight 28,120 lb (12,755 kg) Maximum Take-off Weight 28,000 lb (12,701 kg) Maximum Landing Weight 23,350 lb (10,591 kg) Maximum Zero Fuel Weight 18,450 lb (8,369 kg) Basic Operating Weight * 16,500 lb (7,484 kg) Fuel Capacity (Useable) 10,000 lb (4,536 kg) (@ 6.7 lb per U.S. gallon) * Basic Operating Weight is an estimate and includes the weight of two crew, unusable fuel, oil and typically selected options. Performance All performance data is based on a standard aircraft and International Standard Atmospheric (ISA) conditions. Take-off and landing lengths are based on level, hard surface, dry runways with zero wind. Range (-3%) 2,815 nm (5,213 km) (4 passengers + 2 crew. Range allows for taxi, take-off, climb, cruise, descent and NBAA IFR reserves) Maximum Operating Altitude 41,000 ft (12,497 m) Take-off Distance (+3%) 4,965 ft (1,513 m) (FAR 25, Sea Level, ISA, 15 flaps, 28,000 lb / 12,700 kg) Landing Distance (+3%) 2,650 ft (808 m) (FAR 25, Sea Level, ISA, 23,350 lb / 10,591 kg) Cruise Speed (-3%) 446 kt (826 km/hr) (ISA, 37,000 ft (11,278 m) altitude, 22,000 lb (9,979 kg) Noise * Take-off 76.7 EPNdB Sideline 86.6 EPNdB Approach 94.9 EPNdB * These noise levels comply with the requirements of FAR 36 Stage 4 and ICAO annex 16 (Volume 1, Chapter 4) at 28,000 lb take-off weight and 23,350 lb landing weight. Note: Range shown is based on a Basic Operating Weight estimate of 16,420 lb (7,448 kg). Engines The Hawker 900XP is powered by two aft pod-mounted TFE 731-50R turbofan engines manufactured by Honeywell Aerospace. Each engine is flat rated to 4,660 lb of static thrust on a standard day at sea level and a maximum continuous thrust of 4,660 lb. Engine starts may be made using either the aircraft batteries or external power. Fuel flow to the engine is mechanically controlled by thrust lever movement and is regulated by the engine fuel control system. The Fuel Control Unit (FCU) is a hydromechanical metering unit, which is monitored by a Digital Engine Electronic Control (DEEC) that is separately mounted in the rear equipment bay, thereby providing fuel scheduling for engine operations at all altitudes. The DEEC also provides Engine Condition Trend Monitoring data, which can be downloaded via DEEC ports located above the forward baggage bay. The engine synchronizer automatically synchronizes the speed of either the fan or the turbine of the 'slave' engine to that of the 'master' engine. An accessory gearbox is mounted on the lower side of the engine's intermediate case and is driven from the high pressure (N2) spool. Its function is to drive the accessories for the engine and aircraft systems. Air is bled from two stages of the engine compressor to provide supplies for the nacelle inlet cowl anti-icing and the pressurization and environmental systems. Ram air is used to ventilate the area of the cowling surrounding the engine compressor stages between the front and rear firewalls. A closed loop fire detection system monitors the nacelle to detect and warn if a fire occurs. A fire extinguishing system is provided. Auxiliary Power Unit The Honeywell 36-150[W] Auxiliary Power Unit (APU) is fitted as standard equipment. It is a turbine powered engine that provides air

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conditioning and electrical power that is independent of the main engines or ground power units. The system provides adequate conditioned air and is capable of delivering 28-volt/300 amperes of electrical energy. The installed starter/generator and generator control unit are interchangeable with the generators and control units installed on the main engines. Flight Controls Dual controls are provided. The primary control system is of conventional design and is manually operated through control cables, push-pull rods and mechanical linkages providing pitch, roll and yaw. The elevators control pitch attitude of the aircraft, with roll being controlled through the ailerons. The rudder accomplishes yaw control. The secondary control system provides mechanical trim for the pitch system through trim tabs that are fitted to each elevator. Roll trim is provided from the mechanically operated roll trim tab on the left aileron. The mechanically operated rudder trim tab provides yaw trim. The interconnected slotted flaps are hydraulically powered from a single flap control unit and transmission shafting. The flap control unit is supplied with hydraulic fluid from the main hydraulic system, but an independent fluid supply from the auxiliary hydraulic system is utilized in the event of main system failure. The flaps are interconnected by a cable system to ensure symmetrical operation. The flap system is controlled by a flap control lever that is located on the center pedestal to the right of the thrust levers. A pair of airbrakes which are powered by the main hydraulic system are on each wing. One airbrake extends from the upper wing surface, while the other extends from the lower surface. Control of the airbrakes is by means of an airbrake selector lever located on the center control pedestal. The airbrake selector is interconnected with the input lever to the flap control unit. During landing roll, with the flaps selected to the 45° (landing) position, lifting the airbrake selector and moving it rearwards into the 'lift dump' position automatically lowers the flaps to a 75° angle. This also opens the airbrakes further to provide maximum drag.

Radio System The avionics package includes the following radio systems: Dual Rockwell Collins Pro Line 21 CNS VHF-4000 Digital VHF Communication Transceivers that operate in the 118.00 to 136.975 MHz frequency range in 8.33 KHz spacing increments. Meets ICAO Annex 10 FM immunity requirements (DO-186A). Single Rockwell Collins Pro Line 21 CNS NAV-4000 Digital Navigation Receiver with ADF Automatic Direction Finder, display on PFD and MFD. Includes; Glide Slope (GS) and Marker Beacons, Glide Slope and Marker Lights display on PFD. Single Rockwell Collins Pro Line 21 CNS NAV-4500 Digital Navigation Receiver with frequency display on PFD and CDU. Includes; Glide Slope (GS) and Marker Beacons, Glide Slope and Marker Lights display on PFD. Dual Rockwell Collins DME-4000 Digital Distance Measuring Equipment (DMEs). Each unit is able to simultaneously interrogate three DME stations. Dual Rockwell Collins TDR-94D solid-state enhanced surveillance (including Flight ID) diversity transponders with dual antennas, tuning through either CDU-6200. Single Rockwell Collins ALT-4000 Radio Altimeter. The ALT-4000 is a solid-state radio altimeter that provides altitude information from 0 to 2500 feet (762M) AGL. Rockwell Collins HF-9000 High Frequency Communication System, including a Coltech CSD-714 Selective Calling System (SELCAL) Decoder. The HF-9000 system covers the 2.0 to 29.9999 MHz frequency range in 100 Hz increments.

Avionics- The standard avionics installation in the Hawker 900XP:- Rockwell Collins Pro Line 21 integrated avionics system.- Integrated Avionics Processor System (IAPS)- Electronic Flight Instrument System (EFIS)- Engine Indicating System (EIS)- Secondary Flight Display System (SFDS)- Air Data System (ADS), Attitude Heading Reference System (AHRS)- Automatic Flight Guidance System (AFGS)- Rockwell Collins Integrated Flight Information System (IFIS)- Flight Management System (FMS)/Global Positioning System (GPS)- Traffic Collision Avoidance System (TCAS)- Radio System- Weather Radar- Enhanced Ground Proximity Warning System (EGPWS)- Audio System and Maintenance Diagnostic System

Interior The Hawker 900XP offers a large and spacious 604 cubic foot (17.1 cu m) cabin providing comfortable passenger seating. The cabin headroom is approximately 5 ft 9 in (1.75 m) (depending on the thickness of carpet selected), which is constant throughout the length of the cabin. Cabin width is 6 ft 0 in (1.83 m). The length of the cabin is 21 ft 4 in (6.50 m), which includes the private lavatory compartment at the rear of the aircraft. The lavatory is belted and certified for take off and landing. The standard seating layout is for 8 passengers, featuring five DeCrane™ chairs that have adjustable recline with separate control, 360° concentric swivel, side motion, telescoping integral headrest and dropdown armrests. Metal to metal type seat belts, full berthing capability, magazine pocket in the seat back. A lever is installed to control forward and aft movement on the seat tracks, which are exposed. A three place divan includes a break over forward arm rest, metal to metal seat belts and shoulder restraints. A drink holder is mounted in each end armrest with stowage in forward and aft, stowage underneath forward and middle seat cushions with access through two piano hinged doors on aisle side of divan and two comfort throw pillows. The Cabinetry on his Hawker Jet for sale is finished with a high gloss finish straight grain veneer with hardwood moulding and consists of a 29 inch (0.73 m) wide galley on the forward left side of the cabin next to the entry door and includes microwave, coffee maker, miniature liquor storage, ice/cold stowage drawer with heated overboard drain, and large waste bin. Access to the TKS pump/filter is provided under the galley. A full length 7.5 inch (19 cm) wide crew cabinet with auxiliary work surface is provided in the vestibule area. Sealth Aero Marine™ (SAM) latches installed in all cabin furnishings. See also our other Private jets for sale

Opposite the entry door and galley is a large internal 55 inch (1.39 m.)/33.0 cu ft (0.93 cu m) baggage compartment which also contains a coat rod running fore and aft. Executive writing tables are provided at each individual seat position which stow in the sidewall panels. There is one 110 VAC outlet in a recessed box with a sliding cover that is provided as standard at the centre seat positions on each side of the cabin for a total of two 110 VAC outlets in the cabin. A 21 inch (0.53 m.)/16.7 cu. ft (0.47 cu. m) rear closet is situated aft of the cabin on the right side and extends into an area behind the lavatory mirror and includes a luggage restraint net, coat rod, closet curtain, miscellaneous stowage compartment above the coat hanging space, and a light.

Disclaimer The Company offers the details of this aircraft in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the Aircraft. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This Aircraft is offered subject to prior sale, price change, or withdrawal without notice. Some or all information may be provided by 3rd Parties.

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