EXCLUSIVE
AIRCRAFT
SALES & CHARTER

May 2011 Hawker 900XP

Serial Number 0182

TTAF 2,250

Registered Office & Postal Address
Exclusive Aircraft Sales Ltd
3rd Floor , 14 Hannover Street
Mayfair, London, W1S 1YH

Ph +44(0) 207 183 7988
Fax +44 (0) 207 183 8077
E-Mainfo@exclusiveaircraft.co.uk
Web www.exclusiveaircraft.co.uk

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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).

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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 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.

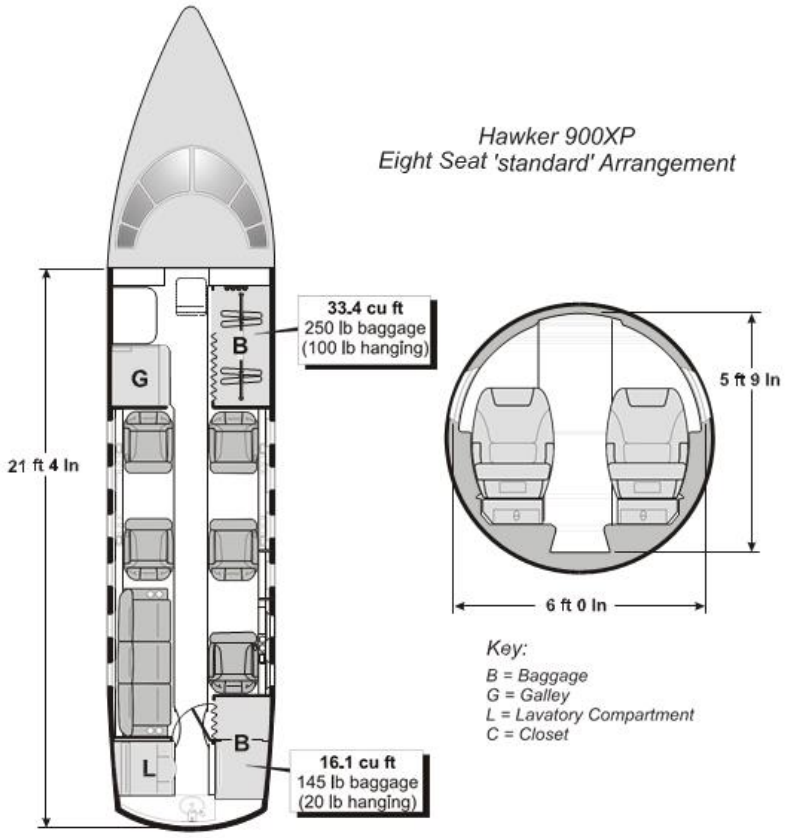
A three place divan includes a break over forward arm rest, metal to metal seat belts and shoulder restraints. A drink holder is mounted in each end armrest with stowage in forward and aft, stowage underneath forward and middle seat cushions with access through two piano hinged doors on aisle side of divan and two comfort throw pillows.

Cabinetry 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.

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.

Cabin Layout



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Loose Equipment

- MedAire™ Program
- MedAire First Aid Kit
- MedAire Automated External Defibrillator (AED)
- One year paid subscription to the MedLink Global Response Center.
- Two Flashlights (Cockpit Sidewall)
- Two Hand Fire Extinguisher, Cockpit and Cabin
- Engine Intake / Thrust Reverser Covers
- Medeco Keys for Exterior Panels and Doors (All keyed alike)
- Emergency Escape Hatch Ground Locking Pin and Flag
- Pitot Covers
- Door Maintenance Cable
- Static and Stall Vent Covers
- Life Vests (12 each)
- Telex Headsets (3 each)
- Gust Lock Bar
- ECU Exhaust Cover
- Tool Bag and Miscellaneous Hand Tools
- Fuel Sampling Tool
- Fire Axe
- Landing Gear Locking Pins
- Jack Pads
- Dorsal Intake Blank

Additional Options

Avionics

- Honeywell Solid State FDR (SSFDR)
- High Intensity Radiated Field (HIRF) kit

Airborne Telephone Systems

- AV2IO Air Cell Axxess II System

Cabin Information & Entertainment Systems

- 2°d 15" LCD monitor
- Airshow 4000 with Flight Deck Controller
- Auxiliary A/V Package

Miscellaneous

- Provide Export Certificate of Airworthiness to United Kingdom
- Cabin/Vestibule Hinged Door

Post Delivery Modifications

- Collins ACARS Datalink with Worldwide Graphical Weather
- Expresso Machine

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Interior Pictures

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