Hawker BAe 125

(Series 1, 1A/1B, 2, 3, 400, 600, 700, 800, 900, 1000 and 4000)

Although Hawker Beechcraft is now the rightful owner of the production rights of this popular mid-sized jet, the history behind the aircraft stretches back to the early 1960s when the de Havilland Aircraft Company of the United Kingdom began development work on the DH.125 Jet Dragon.
Overview

The development of the aircraft was privately funded and this fact is consistent with the legacy of deHavilland in that something was good in the water in Edgware, England, where Geoffrey de Havilland first set up shop at the Stag Lane Aerodrome. This early Hawker would be the first of the most popular mid-size jet ever built with over 1000 manufactured by various subsequent production rights owners.

Introduction: Liaison to Legend

While it seems odd to think of a Hawker as an inexpensive way to train pilots and calibrate navigation signals, the initial design was for a liaison aircraft that would be a multi-role champion performing search and rescue, ambulance and intelligence gathering and amazingly operating from unpaved runways without any modification to the stock aircraft.¹

The early Hawker made a strong enough impact with its rugged appearance and feel that the model would soon prove to be a one of the first make and models to permeate the corridors of the elite. Much like tissues became Kleenex, and all light jets became “Learjets”, the mid-size jet became synonymous with the name “Hawker”.

The Hawker was also one of first noncommercial jets of the private jet genre to make good use of the dropped floor design to provide a stand up cabin for the sub 6 foot crowd, most likely searing its way into the mind of lucky 1960s / 70’s and 80’s executives who had previously only experience the very large or the very small.

It could be argued that the Hawker BAe 125 design was the beginning of the evolution of the idea of the mid-sized jet.

Origins: “We Need a VIP Transport”

In 1961 de Havilland began working on something revolutionary for the time - a small jet known as the DH.125 Dragon. The appeal of a small business jet won favor throughout western aviation circles where not only civilian operators could try on something built specifically for them, but military appetites were strong too, particularly for training and VIP transport roles.

¹ Jane’s: All The World’s Aircraft 1998-1999
Timeline, Commentary and Evolution

As with other reviews, we will delve into the military interests and origins of this aircraft. Without the interest, funds and sheer volume of money thrown into defense research, much of what civilians enjoy today would not exist were it not for the Cold War fueled British and their desire to have a zippy multi-role jet, “inexpensive trainer” and reconnaissance aircraft.

1963 to 2012: Birth to Mainstay Mid-Size

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<tr>
<th>Year</th>
<th>What Happened</th>
<th>Commentary</th>
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<tr>
<td>1962</td>
<td>The first two prototypes fly on August 13th, powered by the deafening Bristol Siddeley Viper turbojet.</td>
<td>The aircraft flies as the DH.125 Jet Dragon.</td>
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<tr>
<td>1963</td>
<td>The DH.125 becomes the HS.125 after de Havilland becomes a division of Hawker Siddeley. While just 8 Series 1 aircraft are built, the 1A sold exclusively to US customers (with the A denoting North America) and the 1B being sold to world markets outside the USA. The Series 2 aircraft was built exclusively as an RAF trainer - the Dominie T1 navigation trainer. Series 3 aircraft (29 built) represented two major steps - the 3A and 3B had higher MTOWs while the 3A-RA and 3B-RA had extra range due to the addition of an aft belly fuel tank.</td>
<td>Hawker Siddeley (HS) had acquired Folland Aircraft and Blackburn Aircraft around this time. While the acquisition occurred in 1960, it was not until 1963 that the old names were officially dropped. Like many aircraft manufacturers, recognizing that (historically) 70% of your marketplace was ultimately in the US, FAA certification is a make or break proposition.</td>
</tr>
<tr>
<td>1964</td>
<td>The arrival of the Series 4 coincides with the merger between de Havilland and Hawker Siddeley and the marketing power of more numbers after the first digit becomes evident: The Series 4 is sold as the 400A and 400B and a total of 116 of this variant are built.</td>
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<th>Year</th>
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<tr>
<td>1971</td>
<td>With the legacy of prior series behind it, the success of the 400A and B sales, in 1971 the Series 600 is launched, the last airframe to be powered off the factory floor with Viper engines. The 600 Series features “plug” or stretched fuselage to make it look more like the contemporary mid-sized Hawkers we know of today. The cabin can now take 8 in executive configuration (as opposed to the prior 6) or up to 14 in high density configuration. The Viper engines are upgraded to 601-22s the vertical tail is lengthened as well an added fuel tank in the extended dorsal fin.</td>
<td>Having first flown on Jan 21st 1971, the 600 Series became the standard production model until the arrival of the turbofan technology of the Garrett TFE-731 engines of the 700 Series in 1976.</td>
</tr>
<tr>
<td>1965 to 1975</td>
<td>All HS.125 produced during this period are equipped with the Viper engines that would later be passed in a major technological leap by the quieter and more efficient turbofan designs of the late 1970s. When considering the Viper engine, it is important to note that it was originally conceived as a target drone (disposable) engine that was later re-engined with longer lasting parts that enabled it to qualify as a passenger carrying aircraft engine.</td>
<td>In fairness to Hawker enthusiasts the origins were in the drone engine design, but it is nevertheless important to listen to pilots when they talk about the different performance characteristics of a “straight pipe” (turbojet) vs. a “fan” (turbofan). While the turbojet has its place, civilian operators quickly grew to enjoy both range and peace.</td>
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<tr>
<td>1976</td>
<td>The HS.125-700, the 700 Series makes its debut with a significant jump in performance due to the TFE-731 turbofan upgrade. The prototype first flew on Jun 19th, 1976 and it remained the production model until it was replaced by the 125-800 Series in 1984.</td>
<td>If there was ever a case where engine technology lagged the capabilities of the airframe, the early Hawker jets are a case in point. Loud, dirty and inefficient, the only design methodology to improve performance was to carry more fuel and legally increase the maximum take off weight. Engine revisions continued from the early Viper 522s to the Viper 601s with the arrival of the Hawker 600</td>
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<td>Year</td>
<td>What Happened</td>
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<tr>
<td>1977</td>
<td>Hawker Siddeley merged with BAC (British Aircraft Corporation) in 1977 to form British Aerospace, and changing the designation of the Hawker from HS.125 to BAe.125.</td>
<td>Amazingly the House of Commons' Anthony Wedgewood Benn, then Minister of Aviation, announced as early as Sept 1966, that consolidating these two firms was in the national interest.</td>
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<tr>
<td>1980</td>
<td>The British Aerospace Act of 1980 sealed the fate of Hawker Siddeley Aviation by creating British Aerospace PLC, an amalgamation of British Aviation Corporation, Hawker Siddeley Aviation &amp; Dynamics and Scottish Aviation.</td>
<td>The creation of BAe did little to interrupt growing interest in the Hawker mid-size jet, nor did it affect the now growing pool of pilots and operators who knew the plane well.</td>
</tr>
<tr>
<td>1983</td>
<td>The arrival of better engine technology was a true blessing for the noisy and leg limited early Hawkers. While appealing due to a lack of many comparable alternatives, the introduction of the Garrett TFE731 retrofit for earlier Hawkers improves efficiency, noise and by 1999 there are 60 Hawker 125 series aircraft that are converted to be brought up to Hawker 700 Series levels of technology.</td>
<td>It is important to note that without this conversion, the earlier Hawkers are extremely limited due the noise restrictions placed on the original Viper engines. With the “fan” conversion, the aircraft is simply not viable as a charter or corporate aircraft.</td>
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| 1983 | First flight of the 125-800 Series on May 26, 1983. The outward changes here were a re-profiled nose and windscreen (less Space Shuttle “look” of the 700 Series and more “smooth like Lear and Challenger” look.) But the 800 was really, an entirely new aircraft:  
  • Bigger span wings = more fuel carried  
  • Upgraded engines = better short field performance  
  • Larger ventral tank = more range  
  • Redesigned interior = large improvement in cabin comfort and utilization of available space | The 800 Series, to this day, defines the “look” that is the ubiquitous Hawker ramp profile of today.  
It is also the first corporate jet to feature EFIS. (Electronic Flight Instrument Systems) |
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<tr>
<td>“late” 1980s</td>
<td>A Hawker 800 carrying Juvénal Habyarimana, then president of Rwanda, is attacked by a Mig 23 which fires two heat seeking missiles. One lands a direct hit on the right engine. The then failing engine is struck by the second missile, tearing most of it from the engine mounts. The aircraft makes an emergency landing. (This same leader was later killed in a successful missile attack against his Falcon 50 in 1994, sparking the bloody Hutu-Tutsi civil war.)</td>
<td>This story is a good piece of lore for the tough angle on the Hawker 800 airframe. Much like the lore of the Sabreliner, the roots of the aircraft as a military and liaison aircraft are fanned by the amazing survivability of the attack. Even more amazing? After the emergency landing, the Hawker was crated back to the UK and rebuilt to fly another day.</td>
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<tr>
<td>1990</td>
<td>First flight of an intercontinental capable and stretched 800 Series known as the Hawker 1000. With a 2 ft. 9 in. (0.84m) fuselage stretch (plug) inserted, the capacity was increased to 15 passengers with greater fuel capacity. The Pratt and Whitney PW-305 turbofans were also a significant boost in power.</td>
<td>After 1993 this became the Hawker 1000. Since it is optimized for transcontinental work, the 1000 typically has one less seat than the 800. (Seats and pax capacity removed for greater fuel carrying capability.) However, the 1000 never enjoyed the popularity of the 800 and production ceased in 1997 with the delivery of the 52nd aircraft. Half of the 52 produced (production ceased in 1997) are operated by Netjets.</td>
</tr>
<tr>
<td>1993</td>
<td>The foundation for the Raytheon Aircraft Company (RAC) is laid after the parent, Raytheon Co., buys British Aerospace’s Corporate Jets division on August 6th 1993. RAC’s formation was in large part a strategic decision by Raytheon to get into the corporate jet business, and the acquisition of the Hawker line leads it to design, support, develop and market a family of Hawker jets.</td>
<td>While Raytheon had historically been a defense contractor seeking the profitability and safe haven of large government contracts, the foray into business aviation shows a concerted effort at intelligent risk management by diversifying sources of income.</td>
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<tr>
<td>1993</td>
<td>The 125-800 becomes the Hawker 800 from mid 1993 on when Raytheon purchases BAe’s Corporate Jets division. Production is transferred to Wichita in the USA.</td>
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<tr>
<td>Year</td>
<td>What Happened</td>
<td>Commentary</td>
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<tr>
<td>1995</td>
<td>The 800XP is certificated with a focus on “Extended Performance” hence the “XP.” The big jumps are in better engines for better climb and cruise performance and a new interior is introduced in 1999.</td>
<td>The arrival of the XP would precede a series of refinements that would keep the same basic design and engine technology but, arguably for marketing purposes, a series of new improvements and refinements were needed to breathe excitement into a series of jets that had been in continuous production for more than 30 years at this point.</td>
</tr>
<tr>
<td>2006</td>
<td>The current version of the 800 becomes certified as the 850XP. A small improvement in range (100 nm) is thanks to now integrated winglets at the factory (rather than an aftermarket modification). Also, the 850XP brings upgraded avionics as well as a redesigned interior. The goal with the certification of the 850XP was to fill the void left behind when the 1000 series was discontinued.</td>
<td>The amazing run of the 800XP between 1995 and 2005 is a testament to the popularity of this aircraft’s cabin with passengers and flight characteristics with crew.</td>
</tr>
<tr>
<td>2007</td>
<td>The 900XP is certified in August 2007, which is a re-engined 850XP to increase range with Honeywell TFE731-50BR turbofans in lieu of the Honeywell TFE731-5BR</td>
<td>The 750 and 900 series are really just 800 series aircraft with notable changes in range. The 750 replaces a ventral fuel tank with more luggage capacity while the re-engined 850XP gives the marketing department permission to use yet another set of numbers.</td>
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<tr>
<td>2010</td>
<td>In May of this year Hawker Beechcraft Services (HBS) begins the marketing campaign trumpeting the need to breathe new (lower) DOC life into the almost 500 strong Hawker 800XP fleet which runs from s/n 258266 through 258767.</td>
<td>As is often the case, the marketing is solidly laid down to get customer buy in before massive investment. With adequate operator interest and launch customers, the plan is set in motion.</td>
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## What Happened

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<thead>
<tr>
<th>Year</th>
<th>What Happened</th>
<th>Commentary</th>
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<tbody>
<tr>
<td>2011</td>
<td>In August of 2011, the Hawker 800XPr receives FAA Certification. The final verdict: 7% efficiency in specific fuel consumption and reduced maintenance intervals. MSP costs drop by 32%. Upgrading to the TFE 731-50R engines also tout “green” advantages in being quieter and reducing carbon emissions over the original 5BR-1H engines.</td>
<td>The DOC anchor was the slow death for this largest group of the 900 strong Hawker fleet. Maintenance intervals drop to periodics at 3000 hours and core zone at 6000 hours in lieu of the earlier 2100 and 4200 respectively on the original engines.</td>
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## Brand Name Recognition and Cachet

The Hawker airframe that started in the 1960s and became the popular contemporary Hawker 800 series is undoubtedly one of the mainstays and symbols of corporate aviation. The name “Hawker” was powerful enough that the newly formed Hawker Beechcraft aircraft company stole the name from the actual legendary HS.125 design and applied it to the Beechjet 400A upgrade, creating the somewhat confusing Hawker 400XP. (It isn’t a Hawker and it isn’t a 400 series HawkerIt's actually a spiffed up Mitsubishi Diamond I and IA, which is the subject of the Beechjet 400A aircraft review.) Cachet is clearly the order of the day.

Mid-size is important to those who want to walk to the bathroom or galley. A dropped floor and comfortable cabin goes a long way for those enough who are fortunate enough to ride in back, no matter how much time we’ve spent in the front.

## The Marathon Production Biz-jet

The key thing when evaluating the legacy, present valuation fears and future of the Hawker is to ask the most important question: Will people continue to want these things? Better yet, when will the excessive cash flows return (or credit markets) return that allow us to buy them?

The easiest way to evaluate the merits of an aircraft, that might be cast in a dimming light is to look at what keeps a production line alive and valuable:

Is there a military variant and are there potential military contracts for this aircraft? Yes, and Hawker Beechcraft has yet to scratch this surface. Considering the original British intent for an aircraft to conduct a wide range of missions, there is a strong possibility of smaller, nimbler reconnaissance and intelligence gathering roles for this aircraft.

Will Hawker Beechcraft execute as Gulfstream and Bombardier have in making their large models true military options? In the current (December 2008) is not likely and it is most
likely that production will be curtailed severely as the hangovers set in and wear off throughout business aviation.

With all of this history in mind, what keeps the Hawker strong?

**The Cabin (“I always loved that cabin!”)**

The Hawker’s popularity will rise again - as soon as people start spending considerable time in business jets again. (2018?) Spend enough time traveling, and anyone will notice how uncomfortable a day in a light jet can be when you are crawling your way to the back of the cabin after a fuel stop.

The Hawker 800 cabin is one that causes the uninformed or ill informed to simply keep pointing to it for fractional or charter requests. The demo flight or first charter flight usually makes a large enough impression that anything bad about the aircraft can be trumped by how it feels compared to similar aircraft in category and class.

Never mind the fact you are riding in something built like a tank - Hawkers have survived hits from not one but two missiles in one flight.²

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² See page 5 - late 1980s attack on the President of Rwanda
Stacking Up

The table below gives us an overview of key performance, design and cost indicators. The subsequent graph blends cost and performance data to yield globally accessible airports (as a raw #) as well as “true cost” per hour, which as an estimation based on what the aircraft would cost (per hour) if operated 1000 hours per year. The big asterisk on the Hawker 800XPr line is due to the fact that while it is too early to tell, we could infer from the hourly DOC efficiencies what type of savings vs. a Hawker 850XP you might expect.

(Corporate aircraft typically operate 400 hours to 1200 hours per year depending on the flight department or program manager.)

<table>
<thead>
<tr>
<th>Performance</th>
<th>Max Cruise (kts)</th>
<th>Range (nm)</th>
<th>Balanced Field (feet)</th>
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<tbody>
<tr>
<td>Hawker 850XP</td>
<td>408</td>
<td>2525</td>
<td>5641</td>
</tr>
<tr>
<td>Hawker 800XPr*</td>
<td>403</td>
<td>2830</td>
<td>5640</td>
</tr>
<tr>
<td>Lear 60XR</td>
<td>414</td>
<td>2186</td>
<td>5450</td>
</tr>
<tr>
<td>Gulfstream G150</td>
<td>424</td>
<td>2760</td>
<td>5640</td>
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<tbody>
<tr>
<td>Hawker 850XP</td>
<td>$280,579.00</td>
<td>$6.06</td>
<td>$2,473.36</td>
</tr>
<tr>
<td>Hawker 800XPr*</td>
<td>$279,929.00</td>
<td>$5.76</td>
<td>$2,321.66</td>
</tr>
<tr>
<td>Lear 60XR</td>
<td>$269,141.00</td>
<td>$5.04</td>
<td>$2,087.51</td>
</tr>
<tr>
<td>Gulfstream G150</td>
<td>$282,179.00</td>
<td>$4.64</td>
<td>$1,966.21</td>
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3 All data obtained assumed February 2012 pricing variable and fixed costs and assumed an amalgamation of expert sources, such as C&D, Camp Systems and others and with fuel at $5.57 / gal.
Useable Airports

Balanced field length\(^4\) is the safety calculation that limits which airports can be used safely. The Hawker 850XP, the iconic model for this family, does as well as most of its contemporaries by this benchmark. It is not like a speed loving Lear that gobbles up runway, nor is it a magical Citation that, while slower in cruise, can land much shorter than its peers.

True Cost per Hour

While this quality is not often a consideration when buying a jet, it does make a big difference when you operate a large fleet, and buy large volumes of fuel. The Hawker 850XP does ok by this benchmark, but again, this is an aircraft whose reputation precedes itself, has fantastic survivability in case of rogue missile attacks and generally carries a bit more structural weight than its peers. Does this translate into safety? Not necessarily, but the Hawker comfort and brand are so powerful that select buyers are willing to pay the premium necessary to operate one.\(^5\)

\(^4\) Balanced field length is a little different then takeoff ground run distance. The balanced field length takes into account the runway needed to operate a multi-engined airplane safely even if it were to have an engine failure at any point during the takeoff. That means adding on extra runway length to account for having to stop the airplane if an engine were to fail during the takeoff roll on the ground, or in the case of larger airplanes, the extra length required to continue accelerating to takeoff if there is no longer enough distance to stop.

\(^5\) All cost data used was a compilation of flight department data as reported to aggregators such as Conklin & DeDecker and ARGUS.
Operators and Managers

Looking at the 800 series alone (800s, XP, 850XP and the few 900s) there are roughly 250 in for hire operations (either in charter or fractional) in the US. The US is a good market to observe as a function of utility if only because 70% of the world’s aviation occurs there.

With approximately 41% of the Hawkers operating for hire, it is easy to see that the popularity and brand name recognition of this aircraft drives sales and utilization, despite its per mile (or per hour) operating cost. Older versions of the aircraft are close to the worst choice for a money making venture, while newer models and upgrade options have them making headway back into the competitive mid size jet world.

Fractional operators in particular were able to look the other way when it come to operating more efficiently. They alone comprise 30% of the for hire fleet. While fractional firms don’t like to be lumped in with their for hire cousins, as far as the FAA is concerned they are certified the same way and at the end of the day they all charge for access to the aircraft, whether you own it or not.

Charter Managed Hawkers

The Hawker presents a conundrum to the new or start up flight department or charter firm.

Would you choose this aircraft, and why?

The simple reasons “why” are that everyone knows it and almost everyone wants one.

Unfortunately, it will never help you win any games you play with your P&L or your accountant. The legend of the Hawker is that it is good at what it born to do: Safely conveying VIPs from A to B. Operating at the peak of efficiency was already off the table when the basic design was laid down.

Most competitive mid-size / stand up cabin operators use a different model aircraft for a simple reason. On a per mile basis it costs them less money, but when it comes to booking charter flights, they can charge less and still bring a dollar or two home.

If your manager or operator are marketing progressives and understand that booking trips may not be about price, then your selection of Hawker may make sense. However, unless you are sure of the marketing power of your management team, don’t bother getting too hung up on the legend of the Hawker.

The 800XPr will bring the 300 some US based (and 474 globally) older 800XPs back up into the running as viable charter / commercial contenders, but the actual number of Hawkers that will undergo this upgrade is hard to predict at this time. The best bellweather however, might be that XO Jet, a large charter operator, committed to 12 of these aircraft in October 2011.
Outlook

It is hard to make a good prediction about the value of Hawkers going forward. Given that we are entering a period where hyper consumption and fancy toys are less popular than they were (politically or otherwise) than they were in the heady days of the late 1990s or early 2000s, the safest route is to assume depreciation.

In updating the review and comparing the historical value of all years of Hawker 800 / 900 series (see page 15) the entire fleet took a 30% haircut over 2009. This trend is important to note since our outlook, while grim in 2009, didn't forsee already good deals getting better, ... but they did.

What we do know, however, is that the era of the Part 91 only operation is ending, and the necessity for charter legitimacy of flight departments may see more than 40% of this breed migrate into Part 135 operations.

The question then will become, will this be about price (per trip) or maintaining the legend of the breed and seeing it go out on fewer trips or lose money on those it does fly. The broader question then might be, will the Part 135 industry become a viable business rather than a cottage industry that simply does amazing babysitting of expensive aircraft.

Looking at history, it would be safe to say that the era of the Hawker may be ending, with the caveat that quantum leap in efficiency (weight, engines, systems, and parts) would breathe new life into a line that has run very strong since the 1960s.

Given the amount of passionate investors willing to throw millions at development of new super light and fast aircraft (and with Honda entering the light jet business) it will be a tough road ahead for this legend.

The XPr, however, is worthy of watching, as it may salvage a decade or more perhaps out of out a potential 1/3 of the Hawker ecosystem. The key criteria to remain focused on, to get a true sense of the future, is to look to the military and other bleeding edge R&D groups. Composite developments and further engine improvements will aide all Hawkers over time, but they will also go into clean sheet designs. One factor helping the Hawker group, may simply be the sheer numbers of them out there. There are too many operators that care, are happily married and don't want to be on the bleeding edge.

Fractional Outlook

The fractional outlook, per the above, is likely to be one of steady selling over the next ten years, keeping prices down or preventing them from recovering quickly. Netjets and Flight Options alone can influence the entire market with press releases, rumors or misunderstood signals. Netjets, most significantly will have a large impact on 800XP pricing when they begin to shed these variants.
With both companies having the most serious financial days of reckoning ahead of them, it is hard to envision anything good coming to the fractional industry for years to come.

Fractional operators, though they are (in the eyes of the FAA) virtually identical to charter operators, do not like to be lumped into the same category as charter operators and go to great lengths to distance themselves from a fragmented and cottage like industry.

**Wholly Owned & Charter Managed Outlook**

The charter managed world is a bit different in that they still seem to have little regard for making money with the jet. The tax shelters are set up to lose less and still use the aircraft at subsidized rates, so long as the charter manager / marketer is able to effectively offset the cost of ownership per the expectations set at the outset.

Time, however, is wearing these folk down. As the fractionals begin unloading their older Hawkers, the charter managed owner may choose to ride depreciation down to zero with his charter operator, or may feel some guilt about leaving such a giant burden to their children. Either way, the next generation of charter managed owners will fall into the spell of newer stuff, that flies higher, faster with better financials.

Luxury has marked the industry up to this point, but with the appearance of the reflection of one’s carbon footprint and overall efficiency now becoming a cool thing to bask in, it is hard to see a good future for this aircraft.

**Historical Pricing**

The Hawker 800 model series delivers the most consistent glimpse into the life of this Make and Model. While there are many variations (both marketing names and real) the continues look at the basic 800 aircraft (introduced in 1984) through today provides a good perspective for the breed.
Current Value of All Hawker 800/900 Models

- $15,000,000
- $12,500,000
- $10,000,000
- $7,500,000
- $5,000,000
- $2,500,000
- $0

Your 2004 Hawker 800XP’s Value Today vs. Yesterday

- 2004: $1,568,000
- 2005: $10,473,250
- 2006: $9,630,000
- 2007: $9,408,000
- 2008: $3,385,750
- 2009: $6,390,250
- 2010: $5,281,250
- 2011: $4,549,000
- 2012: $4,260,000

Your 2004 Hawker 800XP’s Value Today vs. Yesterday

Year

2004
2005
2006
2007
2008
2009
2010
2011
2012-Q1

Value

$1,568,000
$10,473,250
$9,630,000
$9,408,000
$3,385,750
$6,390,250
$5,281,250
$4,549,000
$4,260,000

Value Range

$0
$3,000,000
$6,000,000
$9,000,000
$12,000,000
Data

As of February 2012 there were 1058 Hawker 800 / 900 series produced, with 8 airframes written off due to accidents.

There are 122 for lease or sale of this number worldwide. The US hosts 657 registered aircraft while 393 are registered outside the US.

Worthy of note is that over 40 Hawker 800B have been converted, and ostensibly these are winglet upgrades if not winglet and engine.

The Crystal Ball

Per the charter managed and fractional analysis you can imagine that the prognosis, from where we sit, might be tepid. While the brand is strong, and the aircraft is recognizable as a standard, it needs better range and lower DOCs to stay in the game. The XPr program appears to be an effort to do that. Were it not for the sheer number of aircraft, there likely would have been no such program. King Airs benefit from the same “keep ‘em going” love for the same reasons: Strong brand and big herd = worth saving.

But the days of midsize aircraft that compete for range, speed and load carrying capability with aircraft that are simply newer designs will be hard to fend off. It is possible that we could face another 10 years of keeping them at bay, in which these aircraft could depreciate on their current schedule, but anyone who has seen an old Lear 23 in an aviation maintenance training facility (that the school bought for $10,000) will realize that the Hawker, in its older straight 800 or even 800XP form is on its way there without the type of efficiencies that after market modifiers are bringing to the table.

Couple that with a climate that frowns upon things that don’t perform well when stacked up against its peers when the almighty dollar per mile is introduced and it is hard to find reasons to justify longevity.

One thing, however, makes the Hawker, even of the late 1990s a potentially smart buy is that there are so many of them. Species often find safety in numbers and the sheer size of the herd, the number of aircraft available, the extremely long time on market, make some serial number ranges a good buy, so long as the upgrade costs are fully vetted before you head off to close the deal. If you have time, trusted maintenance partners, cash and a plan, the Hawker, as much as we’ve beaten it up in the past, will be here for some years to come.
Improvements & Upgrades

The Hawker’s longevity make it a candidate for many after market modifications.

Avionics

For those that already have the Collins Pro Line suite, WAAS (wide area augmentation system) upgrades allow operators to conduct approaches to many new approaches that combine localizer guidance along with enhanced vertical guidance from satellite technology.  http://rockwellcollins.com/news/page11800.html

Duncan Aviation offers a range of upgrades that can knock out several major enhancements in one retrofit.  http://www.duncanaviation.aero/GBP/hawker.php

Airframe & Engine

Make your older Hawker feel young again:
http://www.aviationpartners.com/hawker.html
http://xpr.hawkerbeechcraft.com/

About the Authors

This review was originally conceived of and written by Adam Webster, though it has been helped in great part by Jane’s All The World’s Aircraft, Richard Aboulafia, Mike McKendry and Susan Fournier.  The Marcil Tech Group developed the Jet Owner Group and the Aircraft Reviews specifically to connect knowledgeable people who have spent their lifetime in the front of aircraft with those who ride in back and write the checks.

Aviation is unique in that decision makers are frequently bombarded with advice from many different sources with conflicting agendas.  The key in analyzing any aircraft is simply have access to the best people in the industry.
Feedback and Updates

If you have further questions about this review, the Hawker or the industry in general, do not hesitate to email us at reviews@jetowner.com for further information on the Hawker or any of the other make and model aircraft listed below.

Aircraft Reviews

Beechjet 400/400XP
Challenger 300
Citation II / SII / Bravo
Citation V / Ultra / Encore
Hawker BAe 125 through 900XP
Lear 60 / 60XR