COMING SOON

# Hawker 800XP

Aachen, Germany




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## DESCRIPTION

The Hawker 800XP occupies the useful middle ground between compact light jets and larger cabin-class aircraft: a proper midsize business jet with the runway manners and proportions of a long-established design. Its calling card was not radical styling or a clean-sheet fuselage, but a persuasive blend of cabin width, cruise performance and payload-range flexibility. The 800XP is best understood as the stronger-engined development of the Hawker 800, bringing additional thrust and improved climb and high-altitude performance to an aircraft family that had already become a familiar presence on corporate ramps.

Its lineage reaches back to the British DH.125 of the 1960s, a design developed through successive manufacturers and refinements rather than replaced whenever a new badge appeared. Raytheon's 800XP programme evolved that established airframe with more powerful engines and continuing systems and avionics development. The principal powerplant change was the adoption of Honeywell TFE731-5BR-series geared turbofans producing 4,660 lbf of thrust each. The result retained the Hawker's broad cabin cross-section while improving the performance available to a mature midsize platform.

### Quick facts

Spec

Detail

Type designation

Hawker 800XP

Configuration

Twin-engined, low-wing business jet with rear-fuselage turbofans and T-tail

Engine and power

Two Honeywell TFE731-5BR-series turbofans, 4,660 lbf thrust each

Cruise reference

Approximately 443 KTAS at FL370 under ISA conditions

Seating

Commonly configured for 2 crew and around 8 passengers; layouts vary

Landing gear

Retractable tricycle landing gear

Certified altitude

Up to 41,000 ft

### What makes the Hawker 800XP stand out from other midsize jets?

The answer is cabin-first practicality. At approximately 6 ft wide and 5 ft 9 in high, the passenger cabin has a notably broad cross-section for an aircraft of its generation. That width matters in daily use more than a brochure-friendly volume figure: facing seats have useful separation, the aisle remains practical, and the cabin feels less narrow than many smaller business jets. Executive arrangements commonly provide around eight passenger seats, although individual aircraft can differ substantially in floorplan and furnishings.

The other half of the equation is the aircraft's performance and fuel capacity. The Hawker carries up to 10,000 lb of usable fuel in the standard published configuration. AOPA recorded approximately 443 KTAS at FL370 under ISA

conditions for the 800XP, while the aircraft's maximum certified operating altitude is 41,000 ft. That gives the type credible regional and longer cross-country capability, subject—as always—to winds, payload, routing, reserves and the specification of the individual aircraft.

There is a trade-off. The Hawker's mature architecture is not as electronically integrated or visually modern as later clean-sheet business jets, and buyers should not assume that two 800XPs have identical flight decks. Avionics, cabin equipment and installed modifications can differ materially by serial number, production period and retrofit history. The type should therefore be assessed as a capable platform, with the individual aircraft specification examined separately.

### Powerplant, systems and technical highlights

- Two Honeywell TFE731-5BR-series geared turbofans provide 4,660 lbf of thrust per engine.
- Published cruise performance is approximately 443 KTAS at FL370 under ISA conditions.
- Maximum certified operating altitude is 41,000 ft.
- The standard wingspan is approximately 51 ft 4.5 in.
- Usable fuel capacity is published at up to 10,000 lb in the standard configuration.
- Maximum normal cabin-pressure differential is 8.55 psi.
- At 41,000 ft, published Hawker data indicates a cabin altitude of approximately 7,500 ft at the maximum normal differential.
- A TKS fluid anti-icing system protects the leading edges of the wings and horizontal stabilizer.
- Engine nacelle inlet anti-icing uses hot engine bleed air.
- Windshields and several probes and sensors use electrical heating for ice protection.
- Avionics vary by aircraft: Honeywell electronic-flight-instrument installations are found on earlier examples, while Pro Line 21 installations are present on later or appropriately equipped aircraft.

### How it compares

Feature

Hawker 800XP

Cessna Citation Excel

Cruise performance

Approx. 443 KTAS at FL370 under ISA

Approx. 430 kt maximum cruise

Typical passenger seating

Commonly around 8 passengers

Commonly 7 to 8 passengers

Cabin width

Approx. 6 ft

Approx. 5 ft 6 in

Cabin height

Approx. 5 ft 9 in

Approx. 5 ft 8 in

Mission character

Longer-legged midsize business-jet profile

Runway-friendly midsize business-jet profile

The comparison uses the original Cessna Citation Excel as a representative contemporary rival. Performance, cabin configuration and operating figures vary by aircraft, model year, installed equipment and operating conditions.

Honest ownership note: The Hawker 800XP is a sophisticated transport-category business jet, not a simple turbine step-up. The appeal of a mature design comes with mature-design diligence: records should be reviewed for scheduled inspections, landing-gear and brake condition, corrosion control, pressurization-system history, TKS-system condition, thrust-reverser status, engine maintenance and compliance with applicable airworthiness directives and maintenance requirements.

Avionics deserve particular attention because fleet standardisation varies considerably. A pre-purchase inspection should be carried out by a maintenance provider with genuine Hawker experience, with appropriate TFE731 expertise involved in the engine review.

## Exterior and cabin

### Exterior

- Swept low wing mounted beneath a long, cylindrical fuselage.
- Two turbofan nacelles mounted on the rear fuselage, one on each side.
- T-tail with the horizontal stabilizer mounted at the top of the vertical fin.
- Pointed nose and multi-panel cockpit windscreen.
- Passenger entry door with integral stairs on the forward left side of the fuselage.
- Retractable tricycle landing gear with the wheels enclosed when retracted.

### Cabin and cockpit

- Two-seat flight deck ahead of the passenger cabin.
- Passenger cabin approximately 6 ft wide and 5 ft 9 in high.
- Typical executive arrangements use facing club seats, with some aircraft incorporating a divan or alternative individual-seat layouts.
- Aft lavatory arrangements are common.
- Baggage arrangements vary by configuration; buyers should confirm usable baggage volume and access on the individual aircraft.
- Flight-deck equipment varies significantly across the fleet, making the installed avionics specification an important part of any individual-aircraft assessment.

### Who is the Hawker 800XP for?

- Owners needing a genuine midsize cabin for regular multi-passenger trips.
- Corporate flight departments that value a conventional two-pilot business-jet platform.
- Operators whose missions benefit from strong cruise performance, substantial fuel capacity and a 41,000 ft certified operating altitude.
- Buyers willing to select an aircraft on technical condition, maintenance history and equipment rather than appearance alone.

Good fit if...

Worth a second thought if...

You want more cabin width than many light jets without moving into a substantially larger aircraft category.

You require a fully standardised, late-generation flight deck across an entire fleet.

Your normal missions involve several passengers, baggage and meaningful fuel requirements.

You expect the maintenance simplicity and operating profile of a much smaller single-pilot business jet.

You have access to experienced Hawker and TFE731 maintenance support.

Your mission depends on capabilities better served by a newer or more specialised aircraft design.

You value a mature airframe with an extensive operational and maintenance history behind the type.

You prefer the latest-generation cabin systems, avionics integration or aircraft architecture as a priority.

The Hawker 800XP is best understood as an evolved and capable business tool rather than a novelty act. Its enduring strengths are practical ones: a broad cabin, credible cruise performance, substantial fuel capacity and an airframe supported by decades of operational experience.

The aircraft also rewards careful selection. Avionics, maintenance position, engine status, pressurization condition, modifications and cabin specification can vary considerably across the fleet. Find an example with strong records, the right systems standard and a credible support plan, and the 800XP remains a serious midsize business jet for serious trips.

## SPECIFICATIONS

### General Information

| | |
|---|---|
| Model | **Hawker 800XP** |

### Engine & Power Systems

| | |
|---|---|
| Engine Type | **Two Honeywell TFE731-5BR-1H geared turbofan engines** |

### Avionics & Equipment

| | |
|---|---|
| Avionics | **Varies by production batch and retrofit; Honeywell electronic flight instrument systems and Collins Pro Line 21 installations are encountered.** |

## PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR






INTERIOR




MECHANICAL




EXTERIOR


AI Enhanced

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