

# ARCHIVED REPORT

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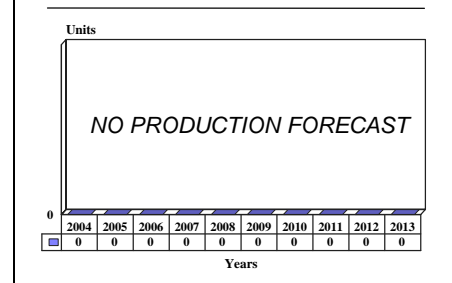
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## Raytheon Hawker 450 - Archived 6/2005

### Outlook

- Development suspended March 2002, no status update since
- Upgraded Hawker 400XP may have precluded Hawker 450 go-ahead
- No production forecast at this time

10 Year Unit Production Forecast  
2004 - 2013



### Orientation

**Description.** Lightweight, twin-engined, mid-sized corporate jet transport.

**Sponsor.** Hawker 450 is privately sponsored by Raytheon Aircraft Co, Wichita, KS, USA.

**Status.** Design/development suspended March 2002; program restart dependent on economy.

**Total Produced.** None

**Application.** Corporate/executive transport.

**Price Range.** Estimated at \$8.5 million in 2001 U.S. dollars.

### Contractors

### Technical Data

(As available)

**Design Features.** Composite fuselage featuring T-tail horizontal stabilizer mated to all-metal, swept airfoil. Podded, mid-fuselage-mounted engines. Honeywell Primus Epic avionics suite.

	<u>Metric</u>	<u>U.S.</u>
<b>Dimensions</b>		
No data		
<b>Weight</b>		
Max gross wt	10,000 kg	22,000 lb
<b>Performance</b>		
Max cruise speed	Mach 0.8+	Mach 0.8+
Typical range	3,700 km	2,000 nm

### Propulsion

- (2) Honeywell TFE731-40 turbofan engines rated at approximately 18.9 kN (4,250 lbst) each.

## Variants/Upgrades

Not applicable.

## Program Review

**Background.** Announced in late 2000, the Hawker 450 was designed to fit in below the company's Hawker 800XP and to replace the long-running Beechjet 400A. It would compete with Cessna's Excel and the Lear 45.

The new design was to feature a range of 2,000+ nautical miles, speeds of more than Mach 0.8, double-club seating, and a true stand-up cabin (5 feet, 11 inches).

Risk-sharing partner Honeywell was to provide Primus Epic avionics and TFE731-40 engines.

**Recent Developments.** In March 2002 Raytheon said it halted Hawker 450 development and was focusing on upgrading older aircraft. As its other new programs were already about two years behind schedule, Raytheon had not announced a program timetable, saying only that certification was planned for 2006.

Company officials said they would decide in late 2002 whether to resume, postpone, or cancel the 450, but there had been no announcement as of late March 2004.

## Funding

Privately funded by Raytheon Aircraft; no development estimate announced.

## Recent Contracts

None noted.

## Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
Oct	2000	Hawker 450 announced
Mar	2002	Program suspended

## Worldwide Distribution

Not applicable.

## Forecast Rationale

Raytheon has apparently decided, at least for the near term, to leave the 450 on the shelf. When it suspended the program Raytheon said it was looking at possible derivatives of the smaller Premier I and super mid-size Horizon models as alternatives.

The manufacturer recently announced a number of upgrades to its long-running Beechjet 400A, now

designated the Hawker 400XP, and as the 450 was generally seen as that model's heir apparent, we are assuming the 450 will remain on the back burner.

We will watch for any relevant developments, but at this time we are not forecasting Hawker 450 production.

## Ten-Year Outlook

No production forecast.

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