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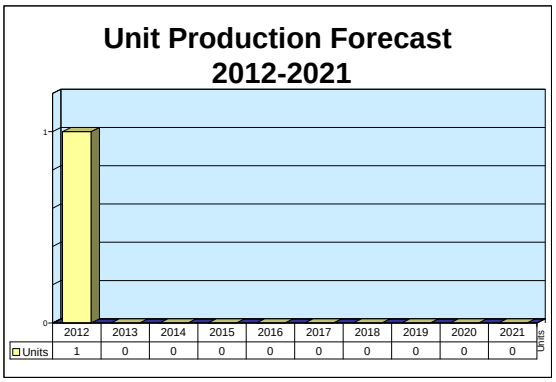
Hawker Beechcraft Premier IA

Outlook

- Hawker Beechcraft filed for reorganization under Chapter 11 of the U.S. Bankruptcy Code in May 2012
- Hawker Beechcraft announced in October 2012 that it planned to exit the jet market after emerging from bankruptcy



Orientation

Description. Twin-turbofan, short/medium-range, executive/business jet transport aircraft.

Sponsor. Privately sponsored by Hawker Beechcraft.

Status. Low-rate production in early 2012.

Total Produced. Four prototype/flight test units, 290 production aircraft delivered through mid-2012.

Application. Business/executive transport.

Price Range. Premier IA, $7.1 million, typically equipped.

Hawker Beechcraft Premier IA

Premier I

Source: Hawker Beechcraft

Contractors

Prime

Hawker Beechcraft Corp	http://www.hawkerbeechcraft.com, 10511 E Central Ave, Wichita, KS 67026 United States, Tel: + 1 (316) 676-7111, Prime

Subcontractor

Honeywell Aerospace, Defense & Space Electronic Systems - Minneapolis	http://honeywell.com/Pages/Home.aspx, 2600 Ridgway Pkwy, Minneapolis, MN 55413 United States, Tel: + 1 (612) 951-6444, Fax: + 1 (612) 951-6516 (Ground Proximity Warning & Cockpit Display System)
Parker Aerospace Stratoflex Products Division	http://www.parker.com, 700 4th St, Mansfield, TX 76063 United States, Email: spdmarketing@parker.com (Hydraulic Hose)
Rockwell Collins Inc	http://www.rockwellcollins.com, 400 Collins Rd NE, Cedar Rapids, IA 52498-0001 United States, Tel: + 1 (319) 295-1000, Fax: + 1 (319) 295-5429 (Pro Line 21 Avionics System; WXR-300 Digital Color Weather Radar)
Williams International	http://www.williams-int.com, 2280 E West Maple Rd, PO Box 200, Walled Lake, MI 48390 United States, Tel: + 1 (248) 624-5200, Fax: + 1 (248) 669-0040 (FJ44 Turbofan Engine)

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Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 22 Commerce Road, Newtown, CT 06470, USA; rich.pettibone@forecast1.com

Technical Data

(Premier IA/Hawker 200)

Design Features. Cantilever low-swept-wing design with T-tail and pressurized fuselage. Airfoil features 30 percent laminar flow and slotted Fowler flaps spanning 75 percent of trailing edge. Tail section incorporates a swept fin and swept horizontal stabilizers. The fuselage features filament-wound composite material. The wing is made of aluminum.

	Metric	U.S.
Dimensions (External)		
Overall length	14.02 m	46.0 ft
Wing span	13.56/13.89 m	44.5/45.7 ft
Overall height	4.67 m	15.3 ft
Dimensions (Internal)		
Cabin length	4.11 m	13.5 ft
Cabin height	1.68 m	5.4 ft
Cabin width	1.65 m	5.5 ft
Weight		
Basic operating weight	3,901/4,227 kg	8,600/9,320 lb
Maximum takeoff	5,670/6,260 kg	12,500/13,800 lb
Useful load	1,810/2,077 kg	3,990/4,580 lb
Max payload	635/762 kg	1,400/1,680 lb
Performance		
Max cruise speed	841/876 kmph	454/473 kt
Certified ceiling	12,497/13,716 m	41,000/45,000 ft
Range, four passengers	2,176/2,863 km	1,175/1,546 nm
Range with max payload	1,530/1,945 km	826/1,050 nm

Propulsion

Premier I	(2)	Williams Rolls-Royce FJ44-2A turbofan engines rated 10.23 kN (2,300 lbst) each at takeoff.
Hawker 200	(2)	Williams Rolls-Royce FJ44-3AP turbofan engines rated 13.34 kN (3,000 lbst) each at takeoff.

Seating

Standard seating for six passengers in individual seats.

Variants/Upgrades

Premier IA. Upgraded model with improved avionics, redesigned cabin interior, improved brake and anti-skid system, a "lift dump on demand" control, and lower landing-approach reference speeds. Certificated October 2005. Canadian certification obtained in August 2007.

Hawker 200. Essentially a Premier IA with more powerful Williams International FJ44-3AP engines and winglets. Initially designated the "Premier II."

Program Review

Rumors of a new light business jet from Raytheon began circulating in early 1995, and the company introduced the six-passenger Premier I at the NBAA show in September of that year. The aircraft features a 460-knot max cruise speed, plus a cabin cross-section that the manufacturer compares to those of the more expensive midsize bizjets.

Hawker Beechcraft Premier IA

Raytheon decided on a combination of aluminum and composites for the airframe construction to minimize weight, cost, and risk. The manufacturer's extensive background in composites led it to rule out costly and labor-intensive hand lay-up construction; thus, the Premier I's fuselage is produced by a computer-controlled fiber-placement machine. This reportedly permits Raytheon to turn out the new aircraft in less than half the number of assembly hours required for the King Air.

The Premier I was late getting to market, and although Raytheon incorporated numerous upgrades and enhancements to the design, the aircraft still came up short in certain areas of its original performance targets – range/payload being the most glaring.

Raytheon, which later sold its aircraft to the newly minted Hawker Beechcraft company in 2007, delivered 157 Premier I models before certifying and delivering the upgraded Premier IA model in 2005. The Premier IA was developed using input from customers to address some of the perceived deficiencies in the base aircraft. A Collins Integrated Flight Information System (IFIS) was added to the existing Rockwell Pro Line 21 avionics suite. The new IFIS included features such as electronic Jeppesen charts and XM graphical weather map overlays. The aircraft's cabin also saw substantial improvements, including a reconfigured seating plan to give some seats more leg room and a slight increase in headroom.

Raytheon announced in December 2006 that it was selling its aircraft business to Hawker Beechcraft Inc. The new entity was formed by GS Capital Partners (an affiliate of Goldman Sachs) and Onyx Partners. The sale was completed in March 2007.

Premier II Launched

The original Premier was designed to be an 11,000-pound "light jet" that could carry a full load of fuel and four passengers, but the aircraft that later emerged from the factory was a 12,500-pound (with full tanks) Part 23 jet that has room for six passengers but is better suited for only two. According to published figures, the Premier IA's range with its maximum payload under NBAA IFR conditions is a mere 787 nautical miles, 208 nautical miles less than that of Cessna's competing CJ2+, the upgraded version of the CJ2 that entered service in 2006. With four passengers, the Premier IA's range climbs to only 1,131 nautical miles, far below the Cessna's 1,547-nautical-mile range under the same conditions.

The aircraft's engines have been criticized as being inadequate for an aircraft of its size, so it came as no surprise that Hawker Beechcraft launched an upgrade program in May 2008. Derived from the Premier IA, the Premier II was announced during the European Business Aviation Conference and Exhibition (EBACE). Hawker Beechcraft subsequently changed the name of the new model to "Hawker 200" in October 2010.

Featuring more powerful Williams International FJ44-3AP engines, each producing 3,000 pounds of thrust (30 percent more than the IA's FJ44-2A turbofans), the Hawker 200 was designed to reach maximum cruise speeds of 465 knots (861 kmph) at 33,000 feet and improve the Premier's performance in hot and high conditions. Range increased to allow the aircraft to fly a 1,500-nautical-mile (2,778-km) mission with one pilot and four passengers aboard.

In December 2011, Hawker Beechcraft announced that development of the Hawker 200 had been temporarily "slowed" as a cost-saving measure during time of low demand for light business jets. At the time, then CEO Bill Boisture said that development testing was almost complete and that transition to certification testing was just beginning.

Funding

Development of the Premier was privately funded by Raytheon Aircraft Co, former owner of the Hawker and Beechcraft aircraft line. No cost estimates for development of the Premier were made public by the company.

Timetable

Month	Year	Major Development
	1993	Design studies initiated
Sep	1995	Raytheon announces Premier I
Mar	1998	Rollout of first prototype planned
Dec	1998	Prototype first flight
Mar	2001	Certification
Oct	2005	Upgraded Premier IA certificated
May	2008	Launch of Premier II

Hawker Beechcraft Premier IA

Month	Year	Major Development
Oct	2010	Premier II rebranded the Hawker 200

Forecast Rationale

Hawker Beechcraft filed for bankruptcy under Chapter 11 of the U.S. Bankruptcy Code on May 3, 2012. Filing for bankruptcy will allow the company to eliminate $2.5 billion in debt, resulting in savings of $125 million of annual cash interest expense.

The company is receiving $400 million in Debtor-in-Possession financing to enable it to continue operations, including paying employees, suppliers, vendors and others in the normal course of business. In October 2012, it announced that a proposed deal with China's Superior Aviation to buy the assets of Hawker Beechcraft had fallen through. The company's management said it would instead emerge from bankruptcy as a new company dedicated to production of piston and turboprop aircraft. The company's business jet product line would be sold off or, if a suitable bidder could not be found, terminated entirely.

The light segment of the business jet market was brutalized during the recent recession and improved only slightly during 2011. Deliveries of the Premier IA remained at the same level from 2010 through 2011, running at an average of just under one aircraft per month. The long-term prognosis for the program dimmed when the company suspended development of the upgraded Hawker 200 model in December 2011 as a cost-saving measure. Any buyer of the Hawker jet product line will need to invest additional resources to complete development of the Hawker 200; the Premier IA is not a viable model without an upgrade.

Production of the Premier IA during the first six months of 2012 totaled only one aircraft. The bankruptcy case appears to have killed demand for the aircraft entirely. It is possible that a third party may emerge to buy Hawker Beechcraft's business line, but further significant production of the Premier IA is less likely than termination of production, and the forecast reflects that imbalance of potential outcomes.

Ten-Year Outlook

ESTIMATED CALENDAR YEAR UNIT PRODUCTION												
Designation or Program		**High Confidence**				**Good Confidence**			**Speculative**			
	Thru 2011	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Hawker Beechcraft Corp												
Premier I/IA <> FJ44 -2 Note: Includes upgraded Premier IA models from late 2005.												
	293	1	0	0	0	0	0	0	0	0	0	1
Total	293	1	0	0	0	0	0	0	0	0	0	1