

WHAT DO YOU GET?



System Improvements

- New Williams FJ44-3A Engines @ 3000 lbs thrust with 4000 hr. TBO
- Full Authority Digital Engine Control (“FADEC”) for “fly-by-wire” engine control
 - FADEC System certified to July 2007, P2T2 Redundant Safety Standard
 - Dual FADEC Air data sources added
- Thrust Reversers removed reducing maintenance
 - Shorter landing distances due to lower idle thrust: 125 lbs per side vs. 450 lbs on JT15D-4 and,
 - Heavy duty BFG brakes, new wheels and tires.
- New low-maintenance sealed lead acid battery (Hawker 44ah battery included)
- Flight Testing performed by industry recognized Professional Test Pilot organization with computerize data acquisition, allowing real-time performance charting and accurate Flight Manual supplements
- STC designed to be installed as a kit by others, all part approvals, installation instructions, Flight Manual supplements and Instructions for Continued Airworthiness included

Operational Improvements

- Engine sync is electronic with no mechanical parts to maintain
- New Ametek solid state digital engine display incorporating Fuel Quantity and ram air temp indication
- New standby N1 indicator
- New Lumina LED annunciator panel moved to glare shield
- Mach warning box removed and replace with digital controller
- Gear Warning based on airspeed not Power Lever position
- Micro Switching removed from power levers, now all digitally controlled
- New larger center pedestal can hold A/P components and 2 FMS size controllers
- New Quick donning O2 masks for the cockpit, for a future service ceiling increase
- Lower ground idle speed for quieter, more efficient ground operations
- Dual ignition exciters on each engine, JT15D has only one
- More mass airflow for better ACM spool-up and heat at altitude
- Installation configuration allows for an average 2.5” forward CG shift
- New technology Fuel Flow transmitter

Maintenance Improvements

- New bleed-air pre-coolers and control valves designed to handle the FJ44-3
- No major structural modifications required, uses the existing factory engine beams
- FIUs (FADEC Interface Unit) are rack mounted and interchangeable
- Throttle quadrant moving parts rebuilt to overhauled standards
- Starter/Gen cooled with Fan-bypass air --- increased life on S/G brushes
- Carbon Fiber aft cowls
- Replacement of Peri-seals with more reliable bellows seals within engine compartment
- Same size fuel and hydraulic fittings changed to AN and MS so lines cannot be crossed
- Improved Instrument panel cooling for longer component life
- New E/L and instrument panels as required (no patched instrument panels)
- Removal of EPA equipment, requires lower maintenance
- Pylon skins increased to 0.032 for longevity
- OEM aluminum S/G cables replace with copper for better starts
- S/G ground point relocated to reduce corrosion and grounding issues