

# West Star Aviation - Hawker 800/800XP/850XP Waste Drain Valve Modification

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Hawker operators are all too familiar with the unpleasant task of draining the lavatory waste tank at the Ventral Fuel Tank Service Area. This has always been exasperated by the rather poorly designed external service cart connection that requires a T-Handle tool to remove the secondary pressurization plug or donut as it's often referred to.



If the valve in the lavatory tank is leaking, removing this plug means someone is in for...well, you know.

Often times ground service personnel will not get this plug re-installed correctly or forget it altogether. If this plug is missing, the MMEL for the Hawker states the aircraft is restricted to unpressurized flight and a ceiling of 15,000 ft. until it is replaced. This can cause dispatch problems of hours or days if you're in a part of the World where parts support is difficult.

West Star Aviation has received approval to install a modern version of this service connection port which will eliminate these problems. Take a look;



Note the secondary pressurization plug is permanently built into the hinged cap that has an over center locking handle.



The spring loaded internal fluid valve opens with the small external lever AFTER the ground service cart duct is connected. No more mess if the tank valve leaks.



Closing the internal valve is as simple as closing the cap with the over center lever.

This modification can easily be incorporated with maintenance, avionics installation, paint or interior visits to any of our facilities.