



# OMNIJET

2007 CITATION SOVEREIGN

Serial number: 680-0177

Registration: N338TM



**OMNI INTERNATIONAL JET TRADING** - 9415 Jet Lane - Easton, MD 21601  
Office: 410-820-7300 [www.omnijet.com](http://www.omnijet.com)

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## LOCATION

Singapore

\$6,500,000



# OMNIJET



## CONTACT:

Simranjit Jakhar  
Office: +91.9810225485  
[simranjit@omnijet.com](mailto:simranjit@omnijet.com)



## CONTACT:

Wayne J Hilmer Jr.  
Office: 410-820-7300  
[wayne@omnijet.com](mailto:wayne@omnijet.com)

*Exterior*

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## HIGHLIGHTS

ADS-B out / WAAS  
Power Advantage +  
Pro Parts  
Aux Advantage  
Long Range Oxygen  
TCAS 7.1  
Satcom  
New Interior 2014  
One Owner Since New

## AIRFRAME

Total Time: 2331      Total Landings: 1784  
ProParts = \$433.59      RVSM Certified

## ENGINES

P&W 306C	PowerAdvantage Plus
Hours: 2331/2331	Cycles: 1784/1784
TBO: 6000 / 6000	\$263.56 / hr
APU	SN: P-343
Aux Advantage	Total Hours: 2299
Total Cycles: 2635	APU: \$75.75 / hr

## EXTERIOR

White w/Dark Red & Gold Metallic Stripes

## INTERIOR

Nine (9) Passenger  
New Leather in 2014  
Light Beige Leather  
Beige-Patterned Lower Sidewalls  
Kalogridis Honeycomb Carpeting  
Fwd RS Galley w/Beverage & Food Service  
Satin Finished Wood Veneer Cabinetry  
AvVisor Plus Cabin Information 10.4" Display  
Aft Lavatory

## AVIONICS

ADF: Yes  
AHRS: Dual Honeywell AHC-3000  
Avionics Package: Honeywell  
Dual Honeywell MRC-855 w/8.33  
DME: Dual DM-855  
EFIS: Honeywell 4-Tube w/DU- 1080  
Honeywell KHF-1050 w/Coltech CSD-714  
Dual Honeywell MRC-855 w/FM Immunity  
SATCOM: AirCell ST-3100  
TAWS: Honeywell EGPWS  
TCAS: TCAS II Version (7.1)  
Dual Mode S w/Enhanced Surveillance  
WX Radar: Honeywell Primus 880 w/Turbulence  
Dual Honeywell MC-850 Multi-Function Displays  
Second ADF Provisions  
Honeywell Electronic Charts

## MAINTENANCE NOTES

Doc 1 (12M) due @ March 2020  
Doc 2 (800H) due @ 3130TT  
Doc 3 (24M) due @ Nov 2019  
Doc 4 (1600H) due at 3190TT  
Doc 5 (36M) due at March 2020  
Doc 6 (48M) due Jan 2020  
Doc 7 (24M/800H) due Dec 2019 or 2910 TT  
Doc 8 (2400H) due @ 4312TT  
Doc 9 (24M/1600H) due Apr 2020 or 3814 TT  
Doc 10 (48M/1600H) due Jan 2020 or 3512 TT  
Doc 12 (48M/3200H) due Jan 2020 or 5112 TT  
Doc 14 (48M/1600H) due Mar 2022 or 3683 TT  
One owner since new | Excellent records  
No damage history | Always hangared

## NOTES

Paperless Cockpit	NO
Long Range Oxygen	YES
WAAS	YES
ADS-B Out	YES
Sat phone	YES
Flight ID on Transponders	YES
AuxAdvantage on APU	YES
FDR	Provisions only

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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*Interior view Forward*



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*Flight Deck*



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*Interior view Aft*



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*Forward RH Divan*



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*Forward LH Galley*



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# TERMS OF SALE

Unless superceded by specific terms of a ratified contract, all aircraft offered by or through Omni International Jet Trading (OMNI) are subject to purchasers acceptance of the following terms and conditions

**SPECIFICATIONS** - OMNI uses its best efforts to provide accurate information about the aircraft we represent. However, the information provided by OMNI has not been independently confirmed or audited. Accordingly, it is not warranted for accuracy and is subject to verification by the purchaser. The responsibility for "Due Diligence" to determine the condition and suitability of the aircraft rests solely with the purchaser and its agents.

**THE OFFER or LETTER OF INTENT** - Purchaser's are required to submit a detailed written LETTER OF INTENT or OFFER. We can assist with preparation as needed. All aircraft shall remain available "On the Market" with no rights created for a potential purchaser until a written agreement has been fully executed and ratified by both parties plus an acceptable good faith deposit has been tendered with a reputable escrow company.

**THE DEPOSIT** - A refundable deposit of at least 2% of the purchase price must be wire transferred to a reputable escrow company before any aircraft will be removed from the market. The "Remitter" of the deposit to the escrow company must be the same as the "Purchaser" on the Offer or Aircraft Purchase Agreement. The deposit becomes non refundable after completion of the technical inspection and written "Acceptance" of the aircraft by the purchaser. We are happy to provide wiring instructions as needed.

**THE PURCHASE AGREEMENT (APA)** - All transactions are subject to execution of a mutually agreeable Aircraft Purchase Agreement (APA), which shall be ratified prior to any technical inspection. At time of payment and closing, all sales are final with no continuing warranties of condition whatsoever. The risk of loss shall transfer at the time of closing and payment.

**COST OF MOVEMENT** - The purchaser is responsible for all direct costs of movement of the aircraft related to the pre-purchase inspection, test flight or delivery flight. The costs shall include but not be limited to: fuel, engine reserves, crew daily rate, landing or facility fees and crew return flights. Costs shall accrue from the aircraft's home base to the inspection facility and return in the event that the aircraft is rejected for any reason.

**INSPECTIONS** - Our goal is to allow the purchaser ample opportunity to inspect the condition of the aircraft. However, the ultimate burden of "Due Diligence" to determine that the aircraft is acceptable - rests solely with the purchaser and its agents. OMNI is a marketing company and does not provide technical services, nor have we independently verified the condition of the aircraft. All costs of any technical inspection shall be at the expense of the purchaser and pre-paid in advance. Any test flights or operation of the aircraft prior to closing shall only be conducted by the sellers crew. Upon request, we would be glad to recommend reputable facilities.

**CONDITION AT TIME OF SALE** - Unless otherwise stated, the aircraft is offered in "airworthy" and "returned to service" condition. This does not include repair of any cosmetic or non airworthiness related discrepancies. At time of payment and closing, the aircraft is purchased on an "AS-IS" and "WITH ALL FAULTS" basis. There are no warranties of condition whatsoever subsequent to title transfer and payment for the aircraft.

**TAXES** - The purchase price does not include any amounts for sales tax. Any sales taxes shall be at the sole expense of the purchaser. We recommend that closing and delivery occur in "tax friendly" states. Some states have or immediate "fly-away" rules pertaining to the sales tax. Additionally, there are exemptions for buyers with dealer resale certificates. Should a closing and delivery occur in any state where a sales tax is required, the seller may require collection at time of payment.

**MISCELLANEOUS** - Final payment, closing and delivery shall be simultaneous. Simultaneous payment and transfer of title is usually conducted through an established, reputable and neutral escrow company acting as an independent 3rd party facilitator. Escrow fees are split equally between buyer and seller. No agency is created between OMNI and any party unless expressly done so in writing. Purchasers may be subject to United States "KYC" (Know your Customer) and Patriot Act requirements and policies.

All specifications are subject to verification by the purchaser during an inspection. This aircraft is offered subject to prior sale or removal from the market without notice. No rights shall exist without a ratified purchase agreement and deposit.

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## ABOUT OMNIJET:

In 1963, just as the first Learjet models 23 & 24 came into use, **OMNI AIRCRAFT SALES** opened its offices in Washington DC selling twins and turboprops. In 1968, OMNI created the worlds first comprehensive database of all private jets and their owners. In 1976, the company name was changed to the **OMNI INTERNATIONAL JET TRADING FLOOR** with offices across from the Watergate complex. In 1979, OMNI was the first to deploy its extensive database to an IBM AS400 mainframe computer at its new offices in Bethesda, MD. In 1985, OMNI built a 20,000 SF FBO facility **EASTON JET** in Easton, Maryland. In 1990, the company moved and consolidated aircraft sales operations at its Easton Jet facility under the name of the **OMNI JET TRADING CENTER**. During the 1990's, OMNI embraced the marketing power of the internet.

OMNI is recognized as a chief architect in the jet resale industry and was among the first to actively develop a pre-owned market for first generation business jets such as Learjet, Jetstar, Sabreliner and Gulfstream. OMNI developed and refined many of the offer, acceptance and contracting protocols used in the industry today. From the beginning, our success has come from through innovation. In the 1970's, it was our innovative reseach calls and database. In the 1980's, it was our innovative advertising brochures. In the 1990's, it was rapid adoption of the internet and "webcentric" operations. Today, OMNI's systems and process are highly evolved and efficient for identifying jet buyers. We are now able to quickly "target" the most likely buyers for aircraft via broadcast emails.

Today's OMNIJET is in it's second generation with Wayne J. Hilmer Jr. as it's CEO. Mr. Hilmer Jr is a multi-engine IFR commercial pilot who started with OMNI in 1983. He has owned and operated many aircraft.

## BUYER & SELLER REPRESENTATION

OMNI provides clients an expert advocate to negotiate the most advantageous terms. Our relationship network in the industry is vast and our commitment to integrity is the unwavering foundation of our success. We offer clients complete solutions in the sale of their aircraft for the highest price in the shortest time.

For the same reasons you might hire an accountant, lawyer or doctor, the OMNI team are seasoned experts in the jet sales industry. Just as you know your industry, we know ours. Day after day, Omni's focus is exclusively on knowing who is buying or selling aircraft and knowing exactly what those aircraft are selling for.

For a free no obligation appraisal of the value of your aircraft, please contact us at 410-820-7300.

**We invite you to learn more about us at [WWW.OMNIJET.COM](http://WWW.OMNIJET.COM)**