

2009 Bombardier ^{SN} 387

Learjet 45XR



VIRTUAL TOUR



VIDEO

AVPRO INC.
www.avprojets.com

EXECUTIVE SALES REPRESENTATIVE

Eric Davis

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2009 Learjet 45XR SN 387 N325PT

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AIRCRAFT LISTING DETAILS:

Total Hours: 4366

Total Landings: 4906

Engines: Honeywell TFE731-20BR-1B

	#1	#2
Total Hours:	4366	4366
Engine Cycles:	4906	4906
Serial Numbers:	P-132115C	P-132116C

APU: Honeywell RE100

Total Hours: 1614

Total Cycles: 4243

Serial Number: P-426

AIRCRAFT HIGHLIGHTS:

- Engines & APU Enrolled on Honeywell MSP Gold
- Aircell ATG-2000 Inflight Wi-Fi
- WAAS/LPV Capable
- ADS-B Out v.2 Compliant
- 2015 Paint & Interior Refurbishment
- Phase A/B/C Inspections c/w March 2020 by Spectra Jet

AVIONICS:

- Honeywell Primus 1000 Avionics Suite w/ Four (4) DU-870 Display Units
- Dual Honeywell RM-855 Radio Management Units
- Dual Honeywell RCZ-833M VHF Comms w/ 8.33 Spacing
- Dual Honeywell RNZ-851 NAV Units w/ FM Immunity
- Dual Honeywell AZ-950 Air Data Computers
- Honeywell Primus 660 Digital Weather Radar
- Honeywell TCAS 2000 w/ 7.1
- Honeywell Mark V EGPWS w/ Windshear
- Dual Honeywell DA-800 Data Acquisition Units
- Dual IC-6000, Phase VI Integrated Avionics Computer
- Dual UNS-1Ew Flight Management Systems w/ WAAS/LPV
- Universal Solid-State Data Transfer Unit
- Dual LCR-100 Attitude Heading Reference Computer
- Honeywell 30 Minute Solid State CVR
- L3 Harris FA2100 Solid State FDR
- LED Map Lights
- Artex C406-2 ELT w/ NAV Interface
- Cockpit Speaker Mute Switch

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CONNECTIVITY:

- Collins ICS-100 Single Channel Iridium Satcom Transceiver
w/ Handsets in Cockpit and Cabin
- Aircell ATG-2000 Wi-Fi

ENTERTAINMENT:

- Collins Airshow 500
- Forward Rosen 10.5" High Def LCD Bulkhead Monitor

MAINTENANCE PROGRAMS:

- Engines Enrolled on Honeywell MSP Gold (\$327.69/hr)
- APU Enrolled on Honeywell MSP Gold (\$114.45/hr)

NAVIGATION COMPLIANCE:

- RVSM Compliant
- WAAS/LPV Capable
- ADS-B Out v.2 Compliant
- RNP 5/RNP 10/MNPS/RNAV Compliant
- USB Ports for Paperless Cockpit

INSPECTION STATUS:

Inspection	Last c/w	Next Due
Phase A	Mar. '20 @ 4360 hrs.	Mar. '21 @ 4660 hrs.
Phase B	Mar. '20 @ 4360 hrs.	Mar. '22 @ 4960 hrs.
Phase C	Mar. '20 @ 4360 hrs.	Mar. '24 @ 5360 hrs.
Phase D	Sep. '13 @ 2391 hrs.	Sep. '21 @ 4791 hrs.
4800 Hour	N/A	4800 hrs.
9600 Hour	N/A	9600 hrs.
96 Mo. Gear Inspections	Oct. '16 @ 4351 Idgs.	Oct. '24 @ 10,951 Idgs.
Major Landing Gear Insp.	N/A	10,000 Idgs.

WEIGHTS:

Maximum Taxi Weight	21,750 lbs.
Maximum Take Off Weight	21,500 lbs.
Maximum Landing Weight	19,200 lbs.
Maximum Zero Fuel Weight	16,000 lbs.
Basic Empty Weight	13,881 lbs.
Fuel Capacity	6,062 lbs.

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INTERIOR:

Eight (8) seat executive cabin arranged in a double club configuration, with fold out tables at each club grouping. Chairs are upholstered in a beige Reindeer leather, with complimentary Rocco Barley textured linen upper sidewall and tan Greenwich Stripe carpet throughout. Entertainment and connectivity options in the cabin include: Iridium ICS-100 flight phone with handsets in cabin and cockpit, Aircell ATG-2000 and a Hi-Definition 10.5" LED Monitor mounted on the right-hand bulkhead which displays the Airshow 500 flight information system. In the forward cabin, adjacent to the main entry door, is a galley with hot beverage dispenser, cold beverage and ice storage and ample space to store catering.

In the aft cabin there is a fully enclosed, private lavatory with an externally serviceable, belted potty, lighted vanity mirror, and 15 cubic feet of interior baggage space. Further aft of the lavatory, aft of the pressure bulkhead, is perhaps the Lear 45XR's strongest feature – 50 cubic feet of heated external baggage. This is enough storage to fit six sets of golf clubs with bags and will still accommodate eight passengers with full fuel – a true novelty in the super-light aircraft segment. Softgoods Refurbished June 2015 @ Duncan Aviation (BTL)

EXTERIOR:

Overall Matterhorn White with Red, Pearl Fawn (Tan), Black & Platinum Accent Striping.

New Paint June 2015 by Duncan Aviation (KBTL) - Excellent Condition, Rated 8.5/10

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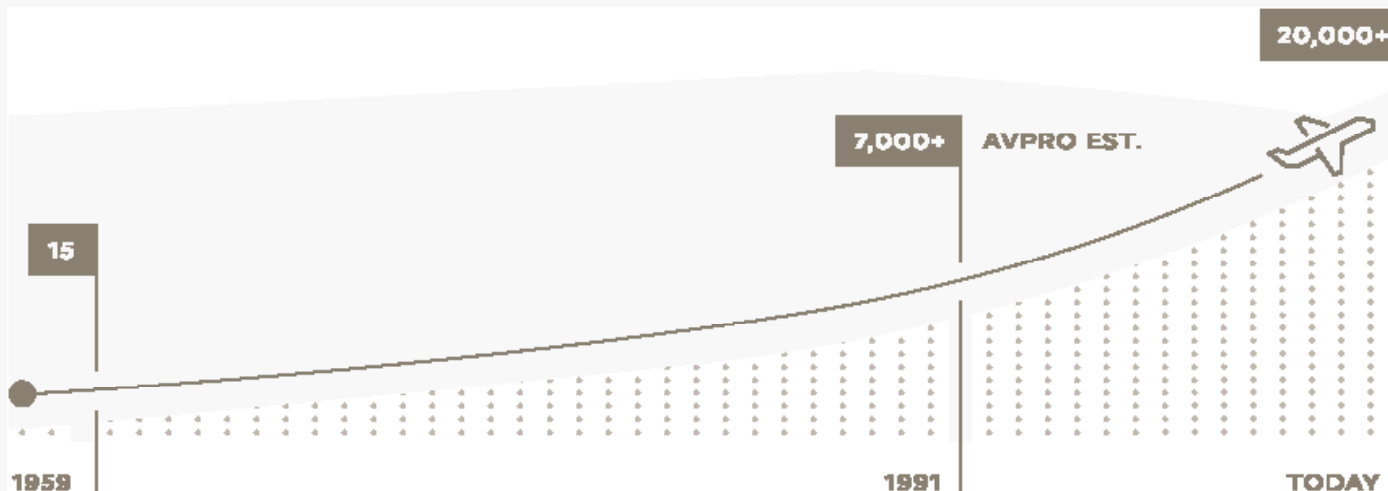
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Our Journey

Sixty years ago, there were a total of fifteen business aircraft in the world. The majority were owned and operated by oil companies in the United States.

By 1991, when Don Bass, Chris Ellis, and Bob Rabbitt, incorporated Avpro, the number of business aircraft had soared to 7000.

Aircraft became vital to the world economy and complicated to trade. This created a need for people who knew the value of aircraft and understood the market.

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