



OMNIJET

1987 FALCON 50

Serial number: 182

Registration: N227GJ

LOCATION:

Houston, TX

OFFERED AT:

\$985,000

OMNI INTERNATIONAL JET TRADING

MAIN OFFICE: 410-820-7300

www.omnijet.com

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With three engines and leading edge slats, the Falcon 50 offers excellent range performance from fields as short as 4000 ft. SN 182 is in excellent condition and with fresh engine overhauls, its offers the next owner a unique opportunity for lower direct operating costs.



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FEATURES

- Fresh Engine Overhauls
- ADS-B out
- TCAS II (change 7)
- 49,000 ft altitude kit
- JSSI 100%
- Excellent paint & interior

AIRFRAME

Certification Date: 1987

Total Time: 11,133 Total Ldgs: 6782
Certified FAA Part 91 Empty Wt: 10,211 lbs
CAMP maintenance MNPS, RNP-5
ADS-B out

ENGINES

TFE731-3-1C

#1 SMOH: 307 (4200 TBO)
#2 SHSI: 366 (4200 TBO)
#3 SMOH: 94 (4200 TBO)
JSSI 100% \$1100
APU: HSI in 2017 2055 hrs remaining

EXTERIOR

New in 2012. White w/ black lower fuselage. Red, black & yellow stripes

INTERIOR

Nine passenger configuration new in 2012
Forward four place club seating
Aft 3 place divan plus 2 place club
Finished in beige leathers
Excellent Condition
Beige wool carpets
Brushed aluminum hardware finish
High gloss cabinetry
Aft flushing lavatory w/rigid door
Forward Galley

AVIONICS

ADF: Dual Collins ADF-60
AFIS: Yes
AHRS: Collins AHC-85
Altimeter: Dual Collins ALI-80A
Autopilot: Collins APS-85
Comm: Dual Collins VHF-22B w/8.33 kHz
CVR: Fairchild A100A
DME: Dual Collins DME-42
EFIS: Collins EFIS-86 5-tube
Flt Dir: Collins EFIS-86 5-tube
Flt Phone: MagnaStar C-2000 2-channel
FMS: Dual AlliedSignal GNS-XLS w/dual GPS
(enroute approach certified)
Hi Freq: Dual King KHF-950 w/SELCAL
IRS: Dual Honeywell LASEREF
Nav: Dual Collins VIR-32 w/FM immunity
Radar Alt: Collins
SATPHONE: Iridium
TAWS: Honeywell EGPWS
TCAS: Collins TCAS-94 w/change 7
Transponder: Collins TDR-94D Mode S
Weather Radar: Collins WXT-250A

ADDITIONAL EQUIPMENT

Honeywell EGPWS
Dual Baker audio
Honeywell fan speed monitor
Fuel totalizer
Collins TVI-920D IVSI's
406 MHz ELT, angle of attack,
Dual Collins ADS-82 air data comps w/MSI-080F AS
Rosemount ice detection system
Davtron digital clock
ADS-B out

MAINTENANCE NOTES

C inspection due April 2024
Excellent records and history since new
Windshields & cabin windows - Excellent
No damage history | Always hangared
Gross weight increase mod
49000-foot altitude kit

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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DESCRIPTION

Falcon 50 SN 182

The Falcon 50 is one of the most well designed aircraft ever built. With three engines and leading edge wing slats, they offer amazing performance and range from airfields as short as 4000 ft.

Serial number 182 is a beautiful aircraft that is "in service" and in turnkey flight ready condition. It recently underwent a fresh 24 month inspection and had fresh brakes, tires and a new center windshield installed. The ADSB has been completed.

The next C check is not due until April 2024. The APU hotsection inspection was recently completed in 2017 and is not due for another 2055 hours. It has the popular aft lavatory which is the more desirable configuration. 80% of Falcon 50 buyers prefer the aft lavatory configuration.

Special opportunity unique to this aircraft

This particular aircraft offers the next owner a unique opportunity to substantially reduce their direct operating costs due to the recent engine overhauls.

- #1 - Fresh Hotsection 2019
- #2 - Fresh overhaul 2019
- #3 - Fresh overhaul 2019

Here's how it works:

The JSSI engine program costs \$1100 per flight hour. However, with recent engines, it makes no economic sense to pre-pay for engine overhauls that could be over 15 years into the future. That is a direct savings of \$275,000 each and every year (based on 250 hours per year). Ten years can save you \$2,750,000.

After engine overhauls, there comes a time when it makes more sense to drop MSP or JSSI and actually "use up" the engine time. The direct operating costs without JSSI are estimated at \$2700 per hour. There are lots of these 731 engines available on the market at reasonable cost if they are ever needed. There is also an option to purchase JSSI "Unscheduled Event" coverage as well.

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Flight Deck

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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 aircrafts condition and suitability 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 (LOI) 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.

THE PURCHASE AGREEMENT (APA) - All transactions are subject to execution of a mutually agreeable Aircraft Purchase Agreement (APA), which shall be ratified no later than ten (10) business days after the seller's acceptance of the LOI and prior to any technical inspection. If a mutually agreeable APA is not ratified within 10 business days, then all rights and obligations to the other party shall be terminated. At time of 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 inspection 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 50%-50% 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.

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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 able to quickly "target" the most likely buyers 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 prospectus and no obligation desktop appraisal of your aircraft, please contact us at 410-820-7300.

We invite you to learn more about us at WWW.OMNIJET.COM



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