



OMNIJET

2000 GULFSTREAM V

Serial number: 622

Registration: N19H

LOCATION:

St Paul, MN

OFFERED AT:

\$10,600,000

OMNI INTERNATIONAL JET TRADING

MAIN OFFICE: 410-820-7300

www.omnijet.com

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*The Gulfstream G-V is one of the finest ultra long range aircraft ever built. With 6,500 NM of range, this transoceanic aircraft can comfortably reach anywhere in the world with only one fuel stop. It travels well above the weather at 51,000 ft at up to 585 MPH. **Serial number 622** is one of the most modernized GV's in the fleet with the recent addition of the Primus Elite **Advanced** avionics suite with full Synthetic Vision, CPDLC, FANS 1A, HUD, RAAS, SBAS/LPV and XM. The cabin features a Clean Air ionization system. Well maintained by Gulfstream (SAV) and Jet Aviation (GVA).*



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FEATURES

- 100% JSSI / PLANE PARTS
- PRIMUS ELITE **ADVANCED**
- **SYNTHETIC VISION**
- NZ-2000 (v6.1) SBAS/LPV
- FANS-1A / CPDLC
- ADS-B v2 | WAAS | RAAS
- CVR / FDR (EASA)
- TCAS 2000 (7.1)
- XM WX

AIRFRAME

Certification Date: 2000
Total Time: 6452 Total Ldgs: 2336
Certified Part 91 EASA Compliant
RVSM, BRNAV Enrolled **Plane Parts**
ADS-B v2, RNP-5

ENGINES

Rolls Royce BR710A1-10
LEFT ENGINE: Serial Number: 11357
Hours: 6324 Cycles: 2286
Enrolled on 100% JSSI
RIGHT ENGINE: Serial Number: 11358
Hours: 6324 Cycles: 2286
APU:RE220(GV) S/N: P229 4053 hours

EXTERIOR

New Paint in 2018.
White w/ Blue/gray

INTERIOR

16 passenger
Forward & Center cabin club seating
Private aft sleeping area w/ dual 4 place divans
Finished in tan leathers / Satin maple cabinetry
Brushed Aluminum hardware
Forward Galley (hot oven, microwave, coffee)
Forward crew rest area
Airshow 4000, LCD Monitor, Dual DVD Players
Aft & fwd lavatory w/ hot water

Vacuum Toilet Upgrade

Belted cockpit jump seat (17 pax)

MAINTENANCE NOTES

No damage history | Complete records
Excellent maintenance pedigree
EASA compliant per ASC99A
Tail inspection (CB-228B) - Feb 2021
GAC (SAV) & Jet Aviation (GVA) maintained

AVIONICS

PlaneDeck DU-885 LCD upgrade
Honeywell Primus Elite Advanced (\$2.5M)
Synthetic Vision System (SVS)
Paperless Cockpit (charts & approach plates)
Flt Dir: Honeywell SPZ-8500 IFCS
Triple Honeywell IC800E Navigation System
Comm: Triple Collins VHF 422 (8.33)
Nav: Dual Collins VIR 432 (FM Immunity)
ADF: Dual Collins ADF 462
DME: Dual Collins DME 442
Trans: Dual Collins TDR 94D Mode "S"
Radar: Honeywell WU-880
ADC: Triple Honeywell AZ-840
IRS: Triple Honeywell Laseref III
HF: Dual Collins HF 9000 with Selcal
Flt Phone: Magnastar C-2000 Multi Channel w/AFIS
EGPWS: Honeywell Mark V
TCAS: Honeywell TCAS 2000 (7.1)
Satcom: Honeywell MCS 6000 (Six Chan)
AFIS: Honeywell SAT AFIS
GPS: Dual Honeywell Twelve Channel
EGPWS: Allied Signal with RAAS
RADAR: Honeywell Primus 880 with Turb Detect
HUD: Honeywell GEC 2020
Satcom: True North TN-1007-100 (Iridium)
Radio Alt: Dual Honeywell RT-300
AutoPilot: Honeywell SPZ-8500 IFCS
CVR/FDR:L3 FA2100
FMS: Dual NZ-2000 (v6.1) SBAS/LPV
CDU: Honeywell CD-830 control head
XM: Honeywell XMD-157
DataLink: True North TN-1007-100 (Iridium)
WiFi: True North TN-1007-100 (Iridium)

ADDITIONAL EQUIPMENT

DU 885 LCD Display Units (1/20)

CPDLC / FANS-1A

WAAS | LPV | ADS-B v2

CKPT printer (Peak Technologies)

Honeywell XM Weather

Clean Air Ion Purification System (\$60,000)

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 HONEYWELL PRIMUS ELITE ADVANCED DU-885 UPGRADE CAPABILITIES

Honeywell's DU 875 / 885 liquid crystal displays (LCD) are the foundation of a whole new view from your flight deck. Each DU 885 high resolution display is a form / fit upgrade that provides more clarity in all cockpit lighting conditions, are substantially more reliable than the existing cathode ray tube displays, and each save about seven pounds of weight.

Honeywell's Primus Elite flight deck upgrade expands the DU 885 display capabilities to deliver a suite of functions rivaling those of jets rolling off assembly lines today.

The Primus Elite upgrade offers enhanced graphical capabilities enabling the display of valuable flight information in the pilots' primary field of view. These data include: geo-referenced (own ship position) electronic charts and approach plates, moving maps, video display capability for on-board cameras (including display of optional Enhanced Vision system) and XM® Weather. These added graphical cues significantly improve situational awareness and reduce the pilots' scan and data assimilation time facilitating quicker decisions and smoother transitions to changing flight profiles due to weather or air traffic control directives. Primus Elite's enhanced graphical capabilities are easily and intuitively controlled via a cursor control device (style varies by application).

Primus Elite Advanced features includes a Synthetic Vision System (SVS) display, which provides 3D color images of runways, terrain and obstacles, giving pilots a clear view of the virtual flight path. This increased level of situational awareness is particularly useful when flying to unfamiliar locations, in bad weather, or at night, reducing errors and pilot workload. It is by no accident (pun intended) that SVS is one of the best safety features a business jet can have.

In addition to SVS, Primus Elite also adds METARs (Aviation Routine Weather Report) and Terminal Aerodrome Forecast (TAF) to new XM Weather overlay selections on Moving Map display. And TCAS symbology is now displayed as an additional overlay on the enhanced Moving Map display.

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Gulfstream GV SN 622 (N19H) Flight Deck



Heads Up Display (HUD)



Synthetic Vision (SVS)



























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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