

2009 CITATION XLS+

Serial Number: 560-6050 | Registration: RP-C8568



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AIRFRAME

Total Hours Since New: 3511.14
Total Landings Since New: 3226
Airframe Tracking Program: CESCO

ENGINES

Model:	PW-545C	PW-545C
Total Hours Since New:	3511.14	3511.14
Total Cycles:	3226	3226
Serial Number:	DF0099	DF0100
TBO:	5,000	5,000
Remaining:	1488.86	1488.86
HSI Status:	Completed 2022	Completed 2022

APU

Make/Model: Honeywell RE-100XL
Total Hours: 3141.1
Part Number: 3800722-1
Serial Number: P859
CAMP Systems

AIRCRAFT HIGHLIGHTS

- Low Total Time
- Fwd Galley & Aft Belted Lav
- Dual FMS
- TCAS-4000 w/Change 7.1

MAINTENANCE

Airframe Tracking Program: CESCO (Cessna Computerized)
Certification(s): RVSM
Document Inspection 1: December 16, 2025
Document Inspection 03: October 30, 2025
Document Inspection 06: Ongoing
Document Inspection 11: December 16, 2025
Document Inspection 16: October 17, 2025
Document Inspection 19: Ongoing

PROGRAM ENROLLMENT COSTS

ProParts - \$50,000.00
PA+ - \$2,654,344.06
PA - \$1,755,565.00
AuxAdvantage - \$426,360.00



RANGE (NM)
2,100



PASSENGERS
9



MAX SPEED
441 knots

AVIONICS

- ADF: Dual Honeywell RNZ-850
- AHRS: Dual Collins AHC-3000
- Autopilot: Collins APS-3000
- Avionics: Collins Pro Line 21 4-tube 8x10" AMLCD/Pro Line 21
- Communication Radios: Dual Collins VHF-4000 w/8.33 spacing
- CVR:L3 FA-2100
- DME: Dual Collins DME-4000
- EFIS: Collins Pro Line 21 4-tube 8x10-inch AMLCD
- Flight Director: Collins Pro Line 21 4-tube 8x10-inch AMLCD
- Flight Phone: AirCell Axxess II w/handsets
- FMS:Dual Collins FMS-3000 w/perf database (WAAS enabled)
- GPS:Dual Collins GPS-4000S 12-channel
- Hi Frequency: Collins HF-9031A w/SELCAL
- HSI: Standby electronic
- Navigation Radios: Dual Collins NAV-4500 w/FM immunity
- Radar Altimeter: Collins ALT-4000
- SATCOM: AirCell Axxess II w/2 cabin & 1 cockpit handset
- Stormscope:BFGoodrich WX-1000E
- TAWS: Honeywell Mark V EGPWS Class A w/RAAS & windshear
- TCAS: Collins TCAS-4000 w/change 7
- Transp: Dual Collins TDR-94D Mode S w/enhanced surveillance
- Weather Radar: Collins TWR-850 Doppler w/turbulence

ADDITIONAL EQUIPMENT

- Cockpit: Honeywell Mark V Class A EGPWS w/RAAS & windshear, AirCell Axxess II SATCOM w/triple handsets, Collins IFIS-5000 w/FSU-5010 file server unit, XM satellite radar, dual enhanced multi-function displays, ADS-B Out, FADEC, L3 GH-3000 electronic standby instruments (airspeed & altitude display), standby engine indicator w/N1, N2 & ITT, dual Collins FGC-3000 flight guidance computers, Dual Collins ADC-3000 digital air data computers, dual Collins CCP-3310 cursor control panels (part of file server system), integrated electronic checklist, maintenance diagnostics computer, Angle of attack indicator/indexer, Artex C406-N ELT w/nav interface
- Crew Accessories: Data outlets, RS chart case, Jeppesen electronic charts (displayed on MFD's), Rosen monorail sunvisor, crew storage, 110-volt outlet
- Equipment: Electronic engine chip detector, lead acid battery, airstair maintenance cover, aft baggage compartment smoke detector, 76 cubic foot oxygen, EROS oxygen masks
- Lights: Logo, Precise Flight Pulselight 2401 system w/TCAS-II interface

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INTERIOR

Configuration/PAX: Executive/9 passengers

General: Fireblocked

Seating: Island sand beige leather seating; fwd RS 2-place divan, mid-cabin 4-place club, dual aft fwd-facing seats, removable side-facing belted lav seat, crew seats w/sheepskin covers

Headliner: Champagne ultraleather headliner

Carpet: Complimentary tan carpeting

Refreshment: Fwd LS galley w/pull out work space, draining ice drawer, stemware storage, ample dry goods storage & MAPCO heated container

Cabinetry/Wood: High-gloss wood veneer cabinetry, sideledges & executive tables

Entertainment: Fwd RS 10.4-inch bulkhead-mounted cabin display w/Rosen FlightView moving map

Business: Data outlets, AirCell Axxess II VIP handsets (seats 6 & 7)

Accessories: Aft divider w/mirror bronze upper & high-gloss veneer lower, champagne gold satin hardware, externally-serviceable lav w/coat storage, water faucet, sink, faucet light switch, master switch panel & trash container, VIP sideledge cabin w/remoted temp & light switches, individual sideledge light switches, RS storage cabinet light switches, dual 110-volt AC outlets, aft RS divider magazine rack, matching window reveals, PSU indirect lighting

Storage: RS fwd main storage w/coat storage, additional storage w/several shelves

Lavatory: Aft lav private flushing

EXTERIOR

Colors: Contrail white w/metallic maroon, Las Vegas gold & gloss black stripes

WEIGHTS

Maximum Take-Off Weight: 20,200 lbs

Maximum Landing Weight: 18,700 lbs

Maximum Zero Fuel Weight: 15,100 Gallons

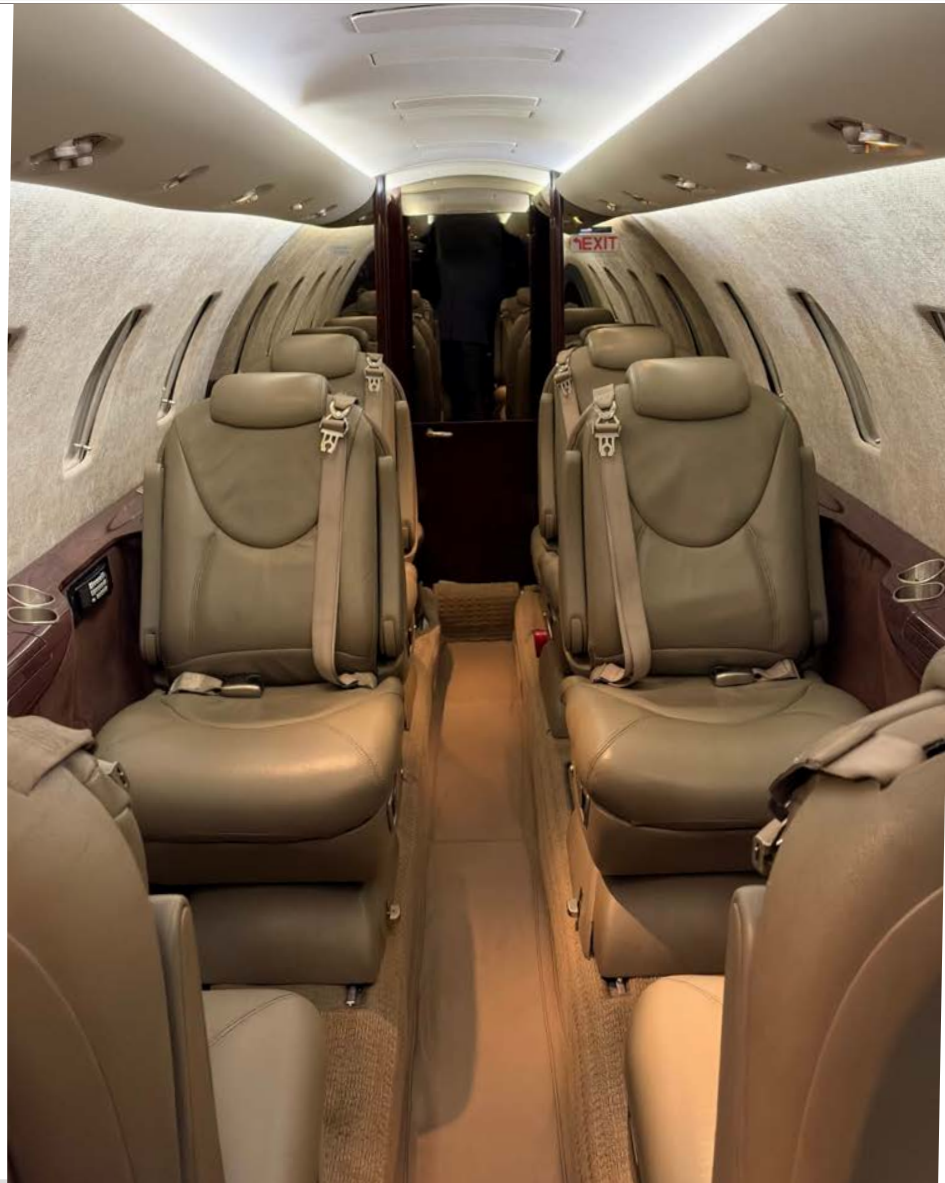
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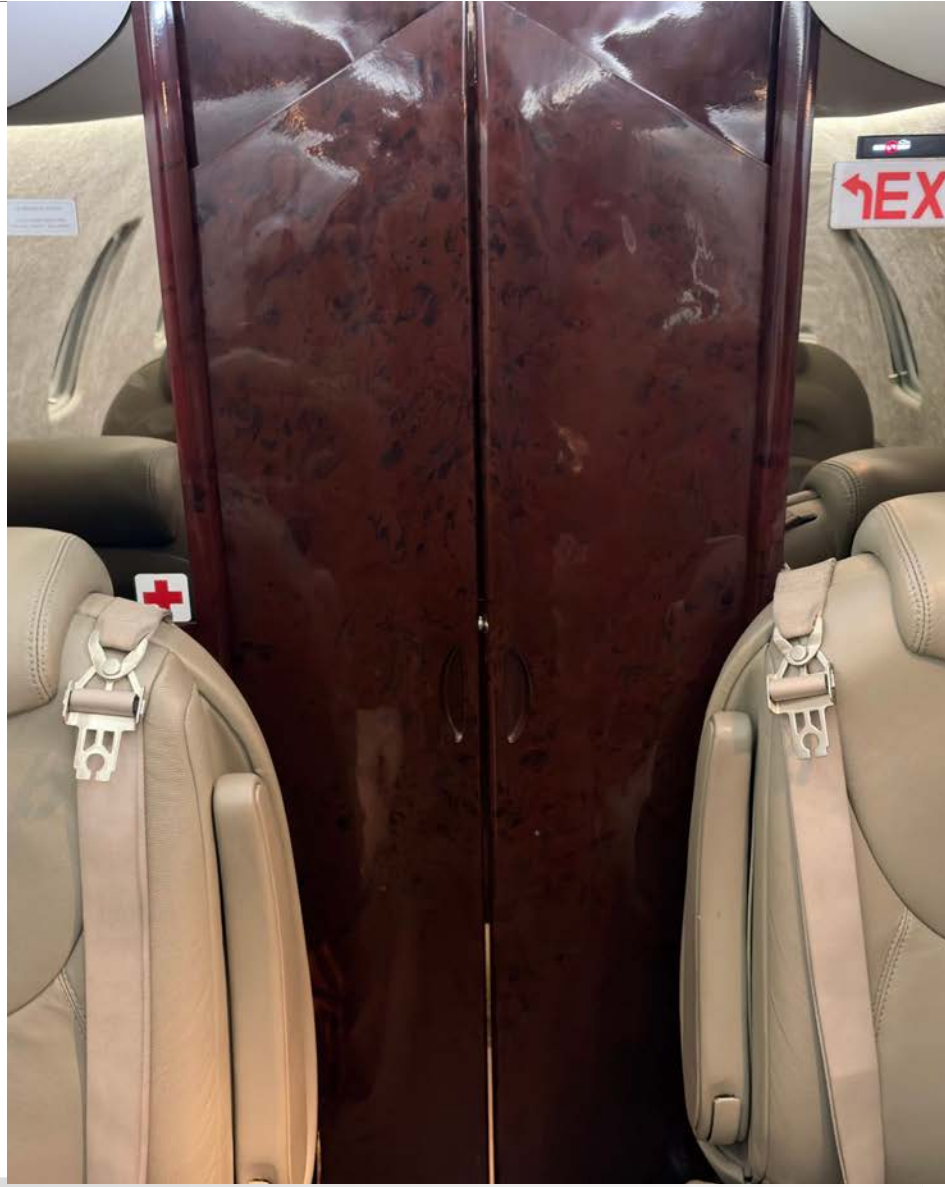
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TERMS OF SALE

Unless superseded 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 prepurchase 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 prepaid in advance. Any test flights or operation of the aircraft prior to closing shall only be conducted by the sellers qualified 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 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. All purchasers are subject to United States “KYC” (Know your Customer) and Patriot Act requirements and policies.

OMNIJET

AIRCRAFT SALES & ACQUISITIONS

Washington DC

Since 1963

ABOUT OMNIJET:

In 1963, Wayne J Hilmer Sr and Omni Aircraft Sales were purchasing aircraft even prior to getting his pilots license. Omni's offices were located at Hyde field just south of Washington DC and it pioneered the first generation pre-owned jet market. In 1967, Omni moved its offices to the Watergate complex in downtown Washington. In 1976, the company changed its name to the Omni International Jet Trading Floor and deployed the industry's first comprehensive database on an IBM AS400 mainframe computer. In 1980, nearly 20% of the preowned market were listed exclusively with Omni. From 1963 to 1988, Mr Hilmer Sr was directly involved in approximately 1000 aircraft transactions. Mr Hilmer Sr remains an active managing director.

OMNIJET's current CEO Wayne J Hilmer Jr. first solo flight was in 1977 at age 16. He graduated from Fork Union Military Academy in 1979. He earned his commercial / IFR / multi-engine ratings at Flight Safety International in Vero Beach in 1980. He earned his B.S. from Davis & Elkins College in accounting, finance, marketing and management in 1983. He started working for Omni and merged the sales and FBO operation as company president in 1988. He has 3000 hours PIC and has owned many aircraft since. His experience in aviation is truly "lifelong" with the direct sale of over 1600 jet aircraft. He has earned the trust of many jet owners and operators.

OMNIJET's vice president Benjamin A. Hilmer is Omni's 3rd generation of our family business after graduating with a B.S. from the University of Delaware in Global Enterprise Management, Management & Sales. He has quickly developed strong problem solving capabilities for his clients

BUYER & SELLER REPRESENTATION

OMNI guides both buyers and sellers into realistic relationships based on current market conditions. 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.

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

