

2004 FALCON 900EX EASy

Serial Number: 900EX-131 | Registration: N900RL



OMNIJET

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AIRFRAME

Total Time: 9,117
Total Landings: 4,450
Tracking Program: CAMS

ENGINES

Model:	TFE731-60-1C		
Program:	MSP Gold		
SN:	P112513	P112514	P112515
Total Hours:	9,059	9,059	9,059 hrs
HSI:	143	143	143
TBO:	7,000	7,000	7,000

APU

Model: GTCP-36-150F
Program MSP Gold
SN: P-454
Total Hours: 5,200

MAINTENANCE

Maintained: FAR Part 91
Avionics are enrolled on Honeywell MSP Avionics & CASP



RANGE (NM)
4,475+



PASSENGERS
14



MAX SPEED
482 knots

HIGHLIGHTS

- Engines on MSP Gold
- APU on MSP Gold
- EASy II cockpit w/software 4
- ADS-B Out, WAAS, FANS-1/A, CPDLC
- TCAS II w/Change 7
- CAMS Maintenance Tracking
- Aviation Partners Blended winglets

INTERIOR

Configuration/PAX: Executive/14 passengers
General: Interior partially upgraded 02/2024 by Duncan Aviation
Seating: Leather seat covers, forward 4-place lounge, mid-cabin 4-place dining group, dual aft 3-place convertible divans
Headliner: Leather headliner
Carpet: Wool carpeting
Refreshment: Fwd galley w/granite countertops, UV water treatment system, microwave oven & Nespresso coffeemaker
Cabinetry/Wood: High-gloss grained wood veneer bulkheads, doors, cabinetry & tables
Entertainment: Collins Tailwind 500 direct satellite TV w/four receivers, dual DVD players, 5-track CD player, Collins Airshow 500 moving map, four 20-inch flat-screen bulkhead monitors, individual seat plug-in monitors
Business: Gogo Biz (domestic) internet, satellite based (int'l) internet, Honeywell MCS-7147 in-flight high-speed data
Accessories: Fabric window reveals
Lavatory: Forward vacuum crew lav w/sink, aft lav

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AVIONICS

ADF: Dual Honeywell DF-855
AFIS: Honeywell SATAFIS
Autopilot: Dual Honeywell IFCS
Avionics Package: Honeywell Primus Epic II
Comm Radios: Triple Honeywell TR-866B w/8.33 MHz spacing
CVR: AlliedSignal SSCVR
DME: Dual Honeywell DM-855
EFIS: Dual Honeywell 4-tube
FDR: Honeywell SSFDR
Flight Director: Dual Honeywell IFCS
FMS: Triple Honeywell
GPS: Dual Honeywell GPS-90X
Hi Frequency: Dual Collins 9034A w/SELCAL
IRS: Triple Honeywell LASEREF V
MFD: Dual Honeywell
Nav Radios: Dual Honeywell NV-875B w/FM immunity
Radar Altimeter: Dual Honeywell AA-300
SATCOM: Honeywell MCS-7147
Stormscope: Honeywell LSZ-850
TAWS: Honeywell EGPWS w/windshear
TCAS: Dual w/change 7.1
Transponder: Dual Honeywell XS-857A Mode S w/enhanced surveillance & extended squitter
Weather Radar: Honeywell Primus 880

ADDITIONAL EQUIPMENT

Cockpit: ADS-B Out, WAAS, FANS-1/A, CPDLC, EASy II cockpit w/software 4, synthetic vision system, Flight Dynamics heads-up display, enhanced vision system, dual Honeywell ADC, Artex C406-N MHz ELT w/nav interface
Modification: Aviation Partners Blended winglets

EXTERIOR

New exterior 02/2024 by Duncan Aviation

READY TO OPERATE

A complete, current international avionics suite — ADS-B Out, WAAS, FANS-1/A, CPDLC, and dual TCAS II with Change 7.1 — means no near-term compliance spending and immediate eligibility for oceanic and remote-airspace operations worldwide.

The Honeywell Primus Epic II / EASy II flight deck with Synthetic Vision, HUD, and Enhanced Vision matches the architecture found on Dassault's current-production flagships — a genuinely modern cockpit in a 2004 airframe.

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THE OPPORTUNITY

A Rare and Exclusive Opportunity

to own one of the finest-equipped 900EX EASy aircraft in today's market

Serial number 900EX-131 represents a genuinely uncommon combination in today's pre-owned market: a low-time, meticulously maintained Falcon 900EX EASy carrying the full complement of long-range, high-altitude avionics that owners and operators now consider essential — paired with an interior and exterior that were completely refreshed in February 2024 by Duncan Aviation, one of the most respected completion centers in business aviation. This is not a tired trijet awaiting a facelift. It is a turn-key, mission-ready flagship that presents like new.

Both Honeywell TFE731-60-1C engines and the APU are enrolled on MSP Gold, giving a buyer immediate cost predictability and maximum residual value — the single most important factor sophisticated buyers look for first. The cockpit is equipped with EASy II and Software 4, Dassault's most capable avionics standard for this airframe, complete with Synthetic Vision, a Flight Dynamics Head-Up Display, and Enhanced Vision — a suite that materially improves safety margins on approach and in low-visibility operations worldwide.

Every box on the modern international operator's checklist is already ticked: ADS-B Out, WAAS, FANS-1/A, CPDLC, and TCAS II with Change 7.1. There is nothing left to retrofit, budget for, or negotiate around — the aircraft is compliant and ready to fly transcontinental and transoceanic routes the day it changes hands.

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MISSION CAPABILITY

A True “Go-Anywhere” World Traveler

to own one of the finest-equipped 900EX EASy aircraft in today's market

Few aircraft in business aviation carry the Falcon 900EX EASy's reputation for going anywhere in the world, in any conditions, with three engines' worth of redundancy behind every ocean crossing. This is an airframe purpose-built for the operator who needs genuine intercontinental capability — not a marketing claim, but a flight-tested record spanning more than two decades.

Three-Engine Confidence Over Water

The trijet configuration of three independent Honeywell TFE731-60 engines gives crews and passengers an added layer of redundancy that twinjets cannot match on long overwater and polar routings — exactly the profile flown on North Atlantic, Pacific, and trans-Siberian city pairs.

Steep-Approach, Short-Runway Access

The 900EX EASy is certified for steep approaches, opening access to restrictive city-center airports such as London City that are closed to most large-cabin jets — putting principals closer to their final destination on both ends of a transoceanic trip.

A Cockpit Built for the Long Haul

EASy II with Software 4, Synthetic Vision, a Flight Dynamics Head-Up Display, and Enhanced Vision give crews exceptional situational awareness on night, oceanic, and low-visibility approaches into unfamiliar international airports.

Compliant for Global Airspace, Today

ADS-B Out, WAAS, FANS-1/A, and CPDLC are already installed and active — the exact data-link and surveillance package now required for oceanic and remote airspace clearance worldwide, with nothing left to retrofit.

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PERFORMANCE

Extraordinary Performance, By Design

to own one of the finest-equipped 900EX EASy aircraft in today's market

The Falcon 900EX EASy pairs long-legged range with short-field agility and a dispatch reliability record built over more than 400,000 fleet flight hours — a rare balance that lets this aircraft serve both the smaller, challenging airports near home and the longest legs on the map.

Payload That Matches the Mission

With engines rated at 5,000 lbs of thrust each and a fuel capacity of roughly 21,000 lbs, the 900EX EASy carries a meaningful full-fuel payload while still reaching intercontinental city pairs — letting operators fly a full cabin and baggage load without trading away range.

A Proven Reliability Record

The Honeywell TFE731-60 has one of the strongest dispatch reliability records of any engine in business aviation, and the trijet layout means a single-engine event never leaves the aircraft without ample power to continue safely to a suitable airport — a margin owners and insurers alike value on long, remote overwater legs.

Short-Field, High-and-Hot Agility

A balanced field length in the 5,000-foot class — with runway requirements at high elevations and temps increasing far less than competing large-cabin jets — opens the door to mountain and resort destinations that longer-legged, twin-engine competitors simply cannot reach.

PROTECTED FOR THE LONG RUN

MSP Gold on all three engines and the APU — backed by a TFE731-60 program with 400,000+ fleet flight hours — fixes overhaul cost into a known hourly rate and preserves resale value.

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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

