1995 DASSAULT FALCON 50

Serial Number: 50-252 | Registration: VH-FJQ

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AIRFRAME

Total Time: 6792.3
Total Landings: 4010

ENGINES

Model: Garrett TFE731-3-1C
Program: MSP Gold
Serial Number: P76905 | P76904 | P76903
Total Hours: 6599 | 6596.4 | 6558
Total Cycles: 3903 | 3899 | 3883
TSO: 2472.6 | 2472.6 | 2472.6

APU

Model: Honeywell GTCP 36-100A
Program: MSP Gold
Serial Number: P-355
Total Hours: 3009.1
TSHSI: 1354.3

RANGE (NM)
3,200

PASSENGERS
9

MAX SPEED
480 knots

HIGHLIGHTS

- Engine & APU enrolled on MSP Gold
- Fitted with Pro Line 4 Avionics
- Universal UNS-1EW FMS upgrade
- FDR Equipped
- C Check Currently Underway
- Delivered with New Paint
- ADS-B Out
- Hangared in the U.S.

MAINTENANCE

Enrolled on CAMP
Currently undergoing C Check at Duncan Aviation
Landing Gear Overhaul 8/20

INTERIOR

9-Passenger Configuration, Forward 4-Place Club, Aft 2-Place Club Opposite 3-Place Divan, Jumpseat, Forward Galley with a Coffeemaker, High-Gloss Wood Veneer Cabinetry, Non-Belted Aft Lav, Forward & Aft LCD Bulkhead Monitors

EXTERIOR

White/Grey with Blue and Gray Stripes
Currently getting fresh paint at Duncan Aviation

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AVIONICS

Collins EFIS-4000 4 Tube Proline 4 Avionics
Collins APS-4000 Autopilot
Collins FCC-4009 Flight Director
Collins TCAS 94 TCAS II V2.7
Collins ADC-850F ADC's (2)
Collins AHC-85E AHRS (2)
Universal UNS-1EW FMS (2)
USB Nav Database Data Loader
Collins ADS-B Out – Conformed to DO260B
Collins TDR-94D Mode S Transponders w/Enhanced Flight ID
Collins VHF-422C COM (3) w/8.33Khz spacing/FM Immunity
Collins HF-9000 (2) with Selcal
Collins VIR-432 NAV (2)
Collins SFD-462 ADF (2)
Collins DME-442 DME (2)
Coltech Selcal Decoder
Dome Margolin Emergency Locator Transmitter Allied Signal Satellite
AlliedSignal Airborne Flight Information System AFIS
Dual Collins DME 422 Distance Measuring Equip.
Collins ALT 55B Radio Altimeter Sys

AVIONICS (CONTINUED)

Baker Cabin PA / Chime Sys
Avionics Master System
Galley Master Sys
Honeywell MkV EGPWS w/6x software
Precise Flight Inc. Pulselite Sys
Collins TWR-850 Weather Radar Sys.
Collins Integrated Avionics Processor Sys (IAPS)
Dual Baker Cockpit Audio Sys
Dual Davtron Clocks

ADDITIONAL EQUIPMENT

Thrust Reversers
L3 FA-2100 Cockpit Voice Recorder
L3 Communications F-1000 Digital Flight Data Recorder
LED Taxi and Tail Nav Lights
Precise Pulselight System
115 cu ft Oxygen System
Emergency Locator Transmitter ARTEX 406
External Baggage Loading Lights

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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.

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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