2014 LEGACY 650

Serial Number: 14501190 | Registration: XA-SSE



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AIRFRAME

Total Time: 2,659
Total Landings: 1,407
Maintenance Tracking: CAMP
Records: Complete logbooks (airframe, engines & APU)
Storage: Always hangared

ENGINES

Manufacturer/Model: Rolls-Royce AE3007A2
Serial Number: CAE313375 | CAE313374
Maintenance Program: Rolls-Royce CorporateCare
Total Hours: 2,659 | 2,659
Total Cycles: 1,407 | 1,407

APU

Model & P/N: Sundstrand T-62T-40C14
Program: Embraer Parts Program
Total Hours: 2,895



RANGE (NM)
3,900



PASSENGERS
13



MAX SPEED
459 knots

HIGHLIGHTS

- Fresh 12/24/72/144-mo inspections (West Star)
- APU on Embraer parts program
- FANS 1/A, CPDLC, ADS-B Out and RVSM
- Wood refinished April 2025
- Engines enrolled on Rolls-Royce CorporateCare
- Forward and aft VIP lavatories
- Iridium SATCOM and high-speed internet
- Always hangared · complete logbooks

MAINTENANCE

- Fresh 12/24/72/144-mo inspections (West Star)
- LU12 · 12-month c/w 11/26 - Next due: 11/27
- LU24 · 24-month c/w 11/26 - Next due: 11/28
- LU48 · 48-month c/w 03/23 - Next due: 03/27
- LU72 · 72-month c/w 11/26 - Next due: 11/32
- LU96 · 96-month c/w 02/23 - Next due: 11/30
- LU144 · 144-month c/w 11/26 - Next due: 11/38

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AVIONICS

- Avionics: Honeywell Primus Elite
- Dual navigation system
- Dual Honeywell Laseref IV IRS
- Dual Honeywell air data computers Third communication radio
- Dual HF
- Iridium SATCOM
- LPV / WAAS
- FANS 1/A and CPDLC
- TCAS II
- RVSM · ADS-B Out · TAWS

ADDITIONAL EQUIPMENT

- 286 cu ft baggage area
- Forward airstair
- Steep approach capability
- High-altitude landing & takeoff (HALTO)
- Towbar

INTERIOR

- Wood refinished in April 2025
- Passengers: 13
- Seating: Light tan leather; forward double club, mid-cabin conference group, aft 3-place divan opposite dual club seats
- Crew: Forward flight attendant seat with intercom handset; 3rd crew jump seat
- Galley: Forward galley with refrigerator and two ovens
- Lavatory: Forward and aft VIP lavatories with storage
- Furnishings: Large credenza
- Power: 115 VAC 60 Hz outlets in cabin, galley and cockpit
- Cabin Mgmt: Honeywell Ovation
- Monitors: Two 19-inch bulkhead monitors; 15-inch personal seat monitors
- Media: Apple TV, media center with Blu-ray, surround sound
- Connectivity: Wi-Fi · high-speed internet

EXTERIOR

- Paint: White with grey, light blue and dark blue stripes
- Condition: Original paint, excellent condition

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THE AIRCRAFT

A Long-Range Legacy 650

This 2014 Embraer Legacy 650 offers a 13-passenger, three-zone cabin with a forward galley and two lavatories. With 2,659 hours and 1,407 landings since new, it has always been hangared and is tracked on CAMP with complete logbooks. It is fresh out of its 12-, 24-, 72- and 144-month inspections, completed by West Star Aviation in November 2026.

Both AE3007A2 engines are on Rolls-Royce CorporateCare and the APU is on Embraer's parts program. The cabin woodwork was refinished in April 2025, and the Primus Elite flight deck carries FANS 1/A, CPDLC, ADS-B Out and Iridium SATCOM.

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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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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